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John P. Calhoun

First Mayor of Baltimore, 1797.
He became a member of the Mechanical Company in 1774, and was
its President 1794-1799.

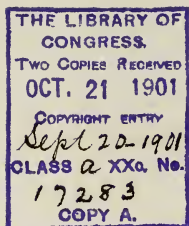
Photographed from the portrait in the City Council Chambers,
City Hall, Baltimore.

THE
ANCIENT AND HONORABLE
MECHANICAL COMPANY,
OF BALTIMORE.

Organized, September 22d, 1763.
Provincial Charter, June 26th, 1764.
Incorporated by Act of Assembly, No. 127, 1827.

"The oldest Civic Organization in the United States."

HISTORICAL SKETCH
BY
GEORGE W. MCCREARY,
Formerly City Librarian.



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In presenting the following pages to the public, the author wishes to acknowledge some of the many favors shown him.

To WILLIAM H. JENKINS, Esq., (a member in the Mechanical Company for over sixty years) whose knowledge of men and things Baltimorean is most extensive, and who handed over a large amount of material, a sufficient amount of thanks could hardly be given.

DR. SPARKS, Librarian of the Maryland Historical Society, and his assistants, in whose keeping are the records of the Mechanical Company, are assured that their many kindnesses have been duly appreciated.

GEORGE W. McCREARY.

October, 1, 1901.

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Presidents of the Mechanical Company.

1.	MELCHIOR KEENER,	1763.
2.	GERARD HOPKINS,	1773.
3.	ADAM FONERDEN,	1773.
4.	DAVID SHEILDS,	1775.
5.	VALERIOUS DUKEHART,	1785.
6.	ZEBULON HOLLINGSWORTH,	1789.
7.	JAMES CALHOUN,	1794.
8.	DAVID SHEILDS,	1799.
9.	THOMAS SHEPPARD,	1812.
10.	THOMAS M. LOCKE,	1830.
11.	HEZEKIAH NILES,	1832.
12.	JOHN R. MOORE,	1843.
13.	THOMAS M. LOCKE,	1845.
14.	WILLIAM McKIM,	1855.
15.	JOHN DUKEHART, SR.,	1856.
16.	HENRY SPILMAN,	1857.
17.	JOHN DUKEHART, SR.,	1860.
18.	JOHN PECK DUKEHART,	1875.
19.	JOHN A. NEEDLES,	1891.
20.	JAMES H. SMITH,	1892.

Secretaries of the Mechanical Company.

1.	JOHN SHULE,	1763.
2.	JESSE HOLLINGSWORTH,	1782.
3.	JAMES CAMPBELL,	1789.
4.	JOHN SHRIM,	1793.
5.	PHILIP E. THOMAS,	1797.
6.	JOHN SHRIM,	1805.
7.	WILLIAM GWINN,	1812.
8.	WILLIAM BAKER,	1817.
9.	JOHN FURLONG,	1836.
10.	GEORGE B. BAYNES,	1854.
11.	JOHN D. STEWART,	1857.
12.	GEORGE B. BAYNES,	1860.
13.	CHARLES L. SPIES,	1890.
14.	CHARLES R. COLLADAY,	1894.

INTRODUCTORY.

In these days of the modern historical novel, wherein the manners and customs of our forefathers are so graphically displayed for the edification of the reading public, books in which a small centre of truth is too often covered with many layers of fancy, surely no apology is needed for the putting into print, the record of the Ancient and Honorable Mechanical Company of Baltimore. Its record deals with *men* and *facts*, and not with puppets and fancies, and yet withal, treats so much upon that which is romantic in the history of our town.

This Company has a history touching on three centuries, while its records are complete—in fact, *absolutely unbroken*.

Beginning but little after the middle of the eighteenth century, covering all of the nineteenth, it now enters the twentieth century, with the proud distinction of being the “oldest civic organization in the United States.” Its journals on their time-stained pages, in language sometimes quaint and curious, show a picture, so clear, so sharply defined, of the early days of Baltimore, that it is not to be matched elsewhere. Nor is this all. In many instances, the books of the Mechanical Company are the only source of certain information.

Of the Mechanical Company of Baltimore, it may be said without fear of contradiction, that Baltimore City and the Mechanical Company, are truly identified with each other.

Scarcely had the little settlement grown into a village, only ten or twelve years in existence, when, for mutual protection, the settlers bethought themselves of the necessity of

forming an organization of sturdy, fearless men, for the purpose of protection, "not only from the frontier savages, but freebooters and pirates, from the seaward."

From the consummation of this primitive idea, originated the life of an association, so venerable and renowned, because so long the only protection of the town, that its history must needs be highly interesting to our community.

The organization occurred nine years before any newspaper was published; ten years before any postoffice was established; thirteen years before the American Independence was proclaimed; nineteen years before the Independence of the Colonies was achieved, and thirty-five years before the City of Baltimore was incorporated.

Since the formation of this Company, A. D. 1763, it has, throughout its long and useful career, been held together by good will, harmony and brotherhood, and "in especial trust and confidence on each other's friendship."

It will be noted that the date, 1763, is twenty years prior to the formation of the oldest patriotic society in the country, viz., the Society of the Cincinnati, organized in 1783.

The Mechanical Company has in some respects a stronger claim to distinction, for it was not only in existence before the Revolution, but its history has been military, as well as civil.

At a festival given by the members of the Mechanical Company, in 1834, the Mayor, General Samuel Smith, said: "Indeed, it is matter of notoriety that your Company has, from the first day of the Revolutionary War to the end of the War of 1815 with England, furnished volunteers in every great combat both on land and sea, and notwithstanding many of your members were of the 'Society of Friends' there were always men enough to help the cause of liberty. No matter where, under the most discouraging disadvantages, the boys of the Mechanical were to be found first in the foremost line."

Were the claim to be pressed, it could be easily shown that this Company is next to the oldest military organization

in the Union, dating back to the Revolution, and surpassed by but one other, "The Ancient and Honorable Artillery Company of Boston."

A plain statement of many facts, not so well known as they should be; perhaps a few new pages added to the history of the city of which we are so justly proud—these are the desired ends.

The Mechanical Company was not merely the first of its kind in the Provincial Government, but it was *first*, either in itself, or through its individual members, in many other directions.

It started the first schoolhouse, selected the first Sheriff, the first Town Commission, built the first tobacco warehouse, the first market house, the first wharf for shipping, the first seagoing vessel, the first flour mill, the first hospital.

The first man to introduce illuminating gas into a private dwelling was a member, as was also the first Coroner.

This organization furnished the first six Mayors of Baltimore City, and nearly two-thirds of the Councilmen, for twenty years. In fact, the identity of the Mechanical Company with the settlement and building up of Baltimore is so close, that to write the history of one, is almost writing the history of the other.

Anyone who will consult the roll of membership in this Company, and who will then turn to the pages of Purviance's "Baltimore in the Revolution," or to Griffith's "Annals," or to Scharf's "Chronicles of Baltimore," and "Baltimore City and County," or to the sketches of the rise of the various religious denominations in Baltimore, will be surprised beyond measure at the constant recurrence of the names of Mechanical members. "They were the Town," and in tracing the history of the Mechanical Company, from its inception, through all its various phases, and in all the avenues through which its energies were expended, but little attempt has been made at showing the efforts of individual members.

The roll of members is given, and the names are generally familiar enough to Baltimoreans. To enlarge upon these, would be to write a new history of our city. It would at least swell the pages of this book to an unreasonable number.

The object in view, is the writing of the history of the organization, as such, and to endeavor to show the merit of its claim to distinction.

That the Ancient and Honorable Mechanical Company, which was, from its beginning, "of the people, by the people, and for the people," shall not be allowed to fall back, but shall press on with the growth of our city, should be the heartfelt wish of every true Baltimorean.

THE ANCIENT AND HONORABLE MECHANICAL COMPANY.

The little town of Baltimore was scarcely a generation old when its people (perhaps less than 2,500) bethought themselves of the necessity of organizing an association of men for the protection of themselves and all under their charge.

How long this matter had been discussed, it is impossible to say, but we find that on September 22, 1763, probably in response to a call, a number of the settlers met at the store of Melchior Keener (Charles and Pratt streets), and organized what has always since that day, been known as the Mechanical Company of Baltimore.

Among the original signers to the roll were Gerard Hopkins, Mark Alexander, David Shields, John Mercer, James Cox, Paul Pennington, Richard Mason, John Shule, John Dever, George Lindenberger, Jesse Hollingsworth, David Rusk, Cumberland Dugan, etc.

In due course, subsequent meetings were held, one on October 19th, of the same year, when Melchior Keener was chosen chief, or president, and John Shule, secretary. New members were added constantly, and the Company soon took an important place in the conduct of the town's affairs. In fact, it would seem that the progress of the town was for the most part shaped in the meetings of the Mechanical Company.

This is easily understood, when we learn that it was nearly ten years before a newspaper was established or a church started, and it was only in such meetings as these that matters of general moment could be discussed or personal

grievances aired. Nor must it be forgotten, that these meetings would include all, or nearly all, of those who had property or other interests at stake.

During all the thirteen years between 1763 and 1776, the members of the Company discharged nearly all the duties needed for the government of the town, its policing, magisterial functions, etc., and in addition, acted as firemen.

A separate chapter will be given to a statement of the Mechanical Company's services as a Fire Brigade.

In speaking of the services performed by some of the early citizens of Baltimore, Scharf, in his "Chronicles," states: "We cannot speak too highly of the efforts of the first 'Civic Fathers'—William Spear, James Sterrett, Englehart Yeiser, George Lindenberger, Jesse Hollingsworth, Thomas Elliott, Peter Hoffman, as well as William Smith, John Moale, R. Ridgely, Daniel Bowly, Hercules Courtney and J. Sterrett." Nearly all of these were members of the Mechanical Company.

A list of those members who joined during the years 1763-1776, has been placed at the end of this chapter, for better reference. There is a tradition, seemingly well founded, that John Flemming, holder of the original lease of the ground on which Baltimore took its start, was a member.

In this list of the early members we find the name of David Poe, grandfather of Edgar Allan Poe. David Poe appears to have been a fighter, as well as a man of affairs, for, after serving through the Revolutionary War, a close friend of Washington, we see his name again on the roll of officers in the Maryland Militia at the outbreak of the Second War with England.

In Woodbury's life of Edgar Allan Poe a touching incident is related of a visit of General Lafayette to the grave of Poe.

In 1777, another hero of two wars joined the Mechanical Company—Joshua Barney, the first to raise the flag of the young nation in Maryland waters, and well known for his naval exploits.

The name "Mechanical" was proposed by Mark Alexander, in deference to the large number of tradesmen enrolled.

The discipline of the Company was extremely rigid, in fact, military.

While the act of joining was purely voluntary, dues were required of each member, and fines imposed without mercy, for absence, neglect of duty and non-payment of dues.

Muster was held at regular intervals, and a printed notice of a call for drill in December, 1763, was at one time in the possession of the Mercantile Library.

We find on the books for 1769 such items as: Gerard Hopkins and Wm. Lusby, dues paid, 1 sh. 5 d.; Hugh Burgess, Elisha Hall, David Shields and Robert Moore, absent from drill, fine, 2 sh. each, and John Shule, the secretary, was himself fined for non-attendance at muster.

On the Journal for 1774, we see:

"The following bill against the Company was paid by order of Adam Fonerden, William Wilson and Thomas Colston, committee: Repairing the bridge over the gully in front of our house and lodgeroom, two pounds and ten shillings; expenses for the year 1774 in keeping the house in genteel order, four pounds and ten shillings."

This bridge was over a ravine twelve feet wide and as many deep, running from St. Paul's lane eastward to North lane (North street). Chatham street was called East lane, and afterward became Fayette street.

"Among the items written by John Shule, there was an account of a ducking in a horse-pond of one John Brown for ill-treating his 'good wife and industrious woman.' Another item recorded, is that during the year 1774 the following members were fined: Edward Sanders, for non-attendance to duty, seven shillings; Elias Barnaby, six shillings, absent from drill; John Wilkenson, Aaron Mattison, William Close, William Shaverly and Alexander Leith, for general neglect and absence from military duty, one pound each."

Our information as to the general services rendered to the community by the Company, either collectively or through its individual members, is meager. This is due to the fact, as before stated, that there was no newspaper to chronicle events as they occurred. From the Company's journal we can glean a little about meetings, drills and musterings, which seem to have been held at regular intervals, and officers properly chosen. There seems no doubt, however, that the presence of this body in the community, strict as they were with themselves, must have had a most excellent effect in furnishing a centre about which all efforts for the general good of the community might concentrate, while at the same time it would act as a deterrent to all evildoers.

Later, when affairs became more public, and the colonies on the seaboard were banded together against a common foe, the Mechanical Company assumed a more prominent position, and in a broader field than that furnished by the little town.

In the very first issue of the Maryland Journal and Baltimore Advertiser (August 20, 1773) whose editor was a member of the Company, we find a notice of Baltimore's first Postoffice. At that time, the town had no regular mail arrangements, but William Adams, another member, volunteered to receive, and hold till called for, letters for Baltimore and vicinity. His advertisement is as follows:

A LIST of LETTERS *left at Mr. William Adam's in Baltimore*, by the *Frederick-Town* POST.

A. William Andrews, Back River Neck, Baltimore County.

B. John Barrow, near the Upper Cross Roads, Baltimore County; George Bramwell, Patapsco; Benjamin Bale, Baltimore.

C. Charles Collins, Lawrence Carrol, Hatter, Baltimore; Captain James Colden, near Baltimore; Jas. Carroll, in Strabane Township, York Co., in Penn.

D. Mrs. Esther Dennis, at Col. Dennis's, in St. Martin's, Somerset County, Maryland; Barney Doherty, Baltimore.

F. John Finn, John Fitzsimmons, James Flemming, Baltimore.

G. James Geehin, in Baltimore.

H. George Hail, Baltimore.

J. John Jones, Henry Johns, Baltimore.

L. William Langrall, in Dorchester County.

M. Thomas Montgomery, Frank Manning, Baltimore; Thomas M'Culeth, near Rock Run.

R. William Ray, near the Ball Fryer Ferry, in Baltimore County; Michael Reily, Daniel Robertson, Baltimore; John Grant Rencher, Baltimore.

S. James Smith, Baltimore.

W. Thomas Ward, at Rogers' Mills, Gunpowder Falls; Sarah Woodfield, Baltimore County.

In the same issue is another notice concerning a well-known member of the Mechanical, viz.:

MARRIED—Mr. ENGLEHART YEISER to Miss CATHARINE KEENER, both of this Place.

By a late Marriage in St. Mary's, the Lady is become Sister-in-law to her own Mother, and the Gentleman Son-in-law to his Sister-in-Law.

It might be mentioned here that, besides Mr. Goddard, editor of the first newspaper published in Baltimore, William Pechin, who was the first to print a book in Baltimore, and later (in 1811) Hezekiah Niles, founder of the celebrated Niles' Register, were members of this organization.

The mutterings of the storm of war which was about to sweep over the country now began to be heard, and in the clash of arms that followed, the members of the Mechanical Company never failed to "quit themselves like men."

In considering the number of men from the Mechanical Company who served in the Revolution, it must always be remembered, that from the beginning, many of the members were of the "Society of Friends," or Quakers.

These patrolled the town day and night, and served in every capacity except bearing arms. As a well-known writer has said:

“Apart from the military services so willingly rendered by our association without any other reward than by doing a patriotic duty in behalf of the colonies in 1776, there was another part performed in that struggle for liberty and our firesides, in caring for our townsmen who were unable to provide for themselves. This important duty was well performed by the Society of Friends, who were largely members of our association, and ever ready to contribute their pounds, shillings and pence.”

Of the twenty-four delegates who were sent to the Continental Convention which met at Philadelphia, 1775, fourteen were members of the Mechanical Association.

During the entire Revolutionary War, from 1776 to 1782, the Continental Congress authorized James Calhoun, William Asquith, John Griffith, Richard Cromwell and Hercules Courtney to audit and assign all bills of credit or money for the use of the Mechanical Volunteers, James Cox, captain, and also all other volunteers raised from the town for military purposes.

“When the French army arrived in Baltimore, September 9th, 1781, in command of Count Rochambeau, on their way to Yorktown, James Calhoun was selected to act as general purveyor to look after the comfort and subsistence. While encamped here, his assistants were Harry Gough, Bryan Philpot, Darby Lux and Adam Fonterden.”

In February, 1766, a number of citizens met in the “Lodge Room” of the Mechanical Company and organized what was afterwards known as the “Sons of Liberty.” They increased rapidly, and took upon themselves the duties of maintaining order and protecting property. Subsequently the order was extended into the counties, and the members enrolled for the defense of the colonies.

The following members of the Mechanical Company were members of the Sons of Liberty :

Aaron Levington,	William Baker,
S. Hollingsworth,	William Willson,
John McLane,	Daniel Bowly,
Caleb Hall,	E. Winters,
Michael Allen,	George Leverly,
John Dever,	James Cox,
David Shields,	Gerard Hopkins,
Geo. Lindenberger,	Erasmus Uhler,
Richard Moale,	William Clemm,
Hercules Courtney,	John Sterrett,
R. Adair,	Benj. Griffith,
Wm. Asquith,	Melchior Keener,
Wm. Spear,	James Sterrett,
Arch. Buchanan,	William Lyon,
Isaac Grist,	George Patton,
William Lux,	George Duvall,
George Wells,	James Calhoun,
David Rusk,	Cyprian Wells,

Among the very first (if not the first) to enroll a company in Baltimore, for the defense of the colonies, was James Cox.

This man of warlike traits was a tailor, but apparently of excellent education and training. The prominent position assumed by him in the turbulent times preceding the outbreak of war, stamps him as a man of courage and decision of character.

What qualifications he may have had for organizing a company of militia, cannot be said, but the fact remains that his command was noted for its discipline and bravery. But for Captain Cox's untimely death, there is no doubt that he and his men would have reached greater distinction.

We give a few extracts bearing on this company, and a muster-roll for December, 1776. The first roll (1775) contained a much larger proportion of Mechanical men.

1775, Oct. 9.—The enrollment of Capt. James Cox's Company was presented and received. (Baltimore Committee notes in Force's American Archives, 4th Series, vol. 4, p. 1729).

1777, Feb. 25.—To Capt. Jas. Cox for pay of a guard of militia to the treasury and prisoners and for candles used by guard, \$104.42.

Secret Journal of Congress.

Col. William Buchanan to Captain Jas. Cox, Baltimore:
"Lexington, 28th May, 1777.

"Sir: I have it in orders from the Governor in Council to call a meeting of the Batallion to lay before them a plan recommended for calling out a part of the Militia on any Emergency, so as may best answer for a defense of the State and not so much interfere with Cultivation, Industry and the security of Neighborhoods as that of calling them out generally. I therefore appoint Saturday, the 7th June, at 10 o'clock on the usual ground for a meeting of the Batallion. I put it so long a day, that all excuses for want of notice, etc., may be prevented, and that the people may have time daily to consider the necessity of such a measure and come the more Readily and Cheerfully into it. You must not dispense with the attendance of any on that day, bringing with them every effective gun, etc., belonging to them. Please remind them that harvest is fast approaching, and that if the enemy sh'd make a descent on our Borders in Time of harvest without such a Regulation, it must effect our Ruin. Inclosed you have a copy of a section of an Act of our Gen'l Assembly, which, being read to your Company, may assist you in procuring their more punctual attendance. I am, Sir,

"Your h'ble Serv't,

"WILLIAM BUCHANAN."

General Smallwood to Gov. Johnson:

"Camp Tomaskin Township, Oct. 14, 1777.

"Capt. Cox's and Bailey's Companies have obtained liberty to return. They are entitled to this indulgence, from

their situation (being mostly tradesmen), having served their time out faithfully. These men have behaved better than any corps of militia from Maryland, and have had far less desertion among them."

American Archives, xvi., 398.

MUSTER ROLL OF CAPTAIN COX'S COMPANY,

December 19, 1776.

James Cox, Captain.	John Speck,
John McClellan, Lieut.	Chas. Jacob Rhume,
George Lindenberger.	Andrew Davidson,
George Welsh.	William Mackle,
David Poe, Sergeant.	Jere Swain,
David Evans, Sergeant.	Michael Miller,
David Knox, Sergeant.	Ph. Yeiser,
Ph. Miller, Sergeant.	Sam'l Messersmith,
A. Mattison, Corporal.	John Ritchey,
Thos. Furber, Corporal.	John Stuls,
Henry Lorah, Corporal.	John Bridenbach,
W. Stacia, Corporal.	William Dunkin,
John Shrim, Corporal.	Jas. McCrackin,
W. Rodgers, Corporal.	Hug. Wasbay,
M. Diffendaffer,	John Delcher,
John McDonagh,	Job Davidson,
John Cooper,	John Clements,
Chr. Loudiger,	Ad. Trumbo,
Joseph Sayter,	C. Bracker,
George Poe,	Peter Mackenheimer,
J. Dalrymple,	Ed. Saunders,
D. Diffendaffer,	Rob't Davidson,
C. Garrison,	John Tinges,
Chr. Raborg,	George Helms,
John Pansil,	John Taylor,
James French,	James Liston,
A. Gantz,	Charles Kiess,
Peter Smith,	Martin Segesser,

Hugh Mercer,
Thos. Emmet,
Jas. Makelwayn,
Ad. Bennywright,

Joseph Lowry,
George Ducke,
Charles Sayter,
Peter Furney.

Captain Cox was killed at Germantown, September 11, 1777 (Md. Archives, xviii., p. 652), and was succeeded by Lieut. John McClellan, the roll of whose Company is given below. Cox is said to have been the first Maryland soldier killed in the Revolution.

In 1773, James Cox, David Shields, George Presstman, Thomas Cole, Richard Lemmon, Alexander McKim, Benjamin Griffith, Nathan Griffith, John McKim and a few others started the First Baptist Church, corner of Fayette and Front streets, where the Shot Tower now stands.

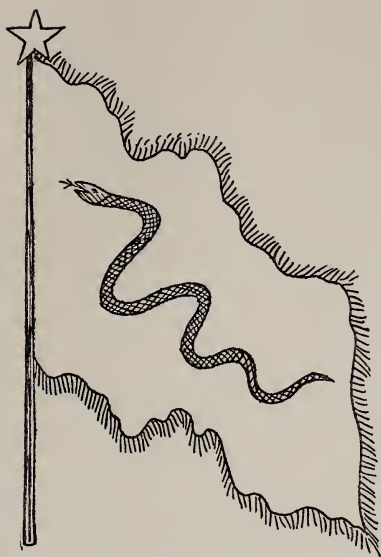
This congregation is said to have been all "rebels," many of them following Cox and others to the front.

Recorded 1776.

The following Patriotic GEM was written by Captain Cox, May 14th, 1775:

"Cursed be the wretch that's bought and sold,
And barter liberty for gold;
For when elections are not free,
In vain we boast for Liberty.

"And he who sells his single right,
Would sell his Country, if he might;
When liberty is put to sale
For wine, for money or for ale,
The sellers must be abject slaves—
The buyers, vile designing knaves."



Captain James Cox's Company Flag of the Mechanical Volunteers, 1775-76-77.

After Captain Cox's death the command fell on his lieutenant, John McClellan. The original roll, from which this is copied, was kindly loaned by William McClellan, Esq., of Baltimore, a descendant of David and John McClellan. It is given here to show the number of men who still served in the war.

It will be noted that its date is nearly five years later than Cox's first enrollment.

Muster-roll of Capt. John McClellan, Company of Militia of Baltimore Town, September 4, 1780.

J. McClellan, Capt.	M. Swan, Clerk.
G. Welsh, Lieuts.	W. Rodgers, Sergeants.
D. Poe,	G. Poe, “
David Evans, Ens'n.	H. Berney, “
J. Boyd, Doctor.	John Martin, “

W. Statia,
Dan'l Diffend'r,
David Emmit,
Adam Gantz,
John McDonagh,
Rowland Smith,
Adam Trumbo,
John Walles,
Alex. Grant,
Joab Davidson,
Jas. Lyston,
John Shrim, Sr.,
Chris. Reburgh,
John Pinsil,
Peter McInhaimer,
John Speck,
Henry Zigler,
William Davison,
Martin Segauer,
John Dare,
John Cooper,
And. Bonner,
John Delcher,
Adam McLean,
Robert Davidson,
Isaac Dorson,
John Richey,
Charles Sayter,
Amon Hanson,
William Asquew,
Jonathan Butler,
Joshua Pomphrey,
Henry Lorah,
Peter Smith,
Sam. Messersmith,
Stephen Bahon,
George Leably,

Jacob Mull,
Fred. Losbach,
Thos. Emmitt,
John Breidenbach,
Charles Shields,
Balser Pensil,
Michael Shrisch,
Christ. Rheem,
William Beecham,
John Evans,
Chr'n Lodiger,
Jesse Follan,
Bennet Ranshaw,
George Jackson,
William Poe,
Thomas Bodley,
James Bankson,
John Brown,
George Miller,
John Dodson,
Gasper Grable,
Nich. Hollow,
Thomas Wilson,
Sam'l McFadon,
Matthew Hart,
Chris'n Delcher,
Thomas Firber,
John Jenkins,
Charles Snyder,
Aron Mattison,
Nich. Ridenoar,
Cornelius Garrison,
Robert Tool,
Enoch Adams,
John Hooper,
William Hooper,
William Hollar,

Daniel Deady,	David Walker,
William Cosgrove,	Joseph Smith,
Michael Smith,	Abr. Drawbach,
Michael Sheppard,	Michael Jones,
George Rea,	George Keener,
John Briarly,	John Snider,
John Shrim, Jr.	James Flattery,
Joshua Mincel,	Samuel Swan,
John Trumbo,	Joshua Bennet,
Henry Trumbo,	Daniel Peters,
George Richardson,	John Sprosson.

Among those who took more prominent parts in the Revolution were the following Mechanical members :

William Adams,	Isaac Griest,
Paul Bentalou,	Briton,
John McClellan,	Capt. Cox, Bailey and Sterret,
Captains Moore,	George Lindenberger,
Benjamin Griffith,	Daniel Bowly,
James Calhoun,	Stephen Stewart,
Mark Alexander,	H. Schaefer,
James Young,	George Wells,
William Spear,	Michael Allen.
David Rusk,	Chr. Raborg,
Erasmus Uhler,	

The members of the Mechanical organized the rebellion against the "rule of Governor Eden and the British lion," and in this organization, James Cox, David Strother, David Rusk and David Emmett were conspicuous members. It afterward became known as the "Whig Club," and became a great factor throughout the Revolution. The club held its meetings in secret at the dwelling of David Rusk, Market street. The club was regarded as one of the most "pronounced rebellious and mischievous organizations in the Province of Maryland." So said Governor Eden on his retirement from Annapolis.

David Poe was the chairman of the club. Among its members were Caleb Hall, Henry Payson, David Geddes, David Rusk, James Calhoun, David Emmit, James Edwards and John Dever.

From all available sources of information we learn that thirty-five members of the Mechanical Company lost their lives in the struggle for freedom.

The winter of 1779-'80 was the most severe in the history of the town. The magistrates, all of whom were members of the Mechanical Company, called a meeting of the Company to take measures for the relief of the poor.

DAVID POE,
MARK ALEXANDER,
DAVID McMECHEN,
JOHN McLEAN,
BENJAMIN GRIFFITH,
RICHARD LEMMON,

Committee.

A large amount of money and goods was subscribed. John and David Brown, Gerard Hopkins, George Matthews, Jesse Hollingsworth, of the Society of Friends, assisted. In giving this incident a place in these pages we are reminded that it has been said on good authority, that from 1763 to 1820 there was not a protest, not a proclamation, not a subscription for any purpose whatsoever, in which Mechanical members were not prominent, and in many cases, formed the major part.

For convenient reference, the names of the early members of the Mechanical Company are given below. They will also be found in their proper places in the membership roll:

1763—Gerard Hopkins, Thomas Burgess, Edward Sanders, David McClellen, Isaac Grist, David Rusk, John Dever, Aaron Mattison, Alex. Leith, John Cannon, William Richardson, Paul Pennington, Benjamin Dugan, Elisha Hall, Hugh Burgess, Basil Stiles, Richard Mason, Elias

Barnaby, John Shule, David Shields, William Laverly, Christopher Nice, Melchior Keener, Frederic Myers, John Wilkerson, John Lee, Philip Graw, George Presstman, Thomas Worthington, James Holliday, Philip Grace, Lev-anal Barry, William Lobel, Jacob Myers, Jacob Brown, Thomas Constable, John Gorden, Robert Moore, Jacob Welsh, Frederic Cole, Richard Lemmon, William Wesley, John Clements, William Duncan, William Clem, Andrew Davidson, Cornelius Garrison, James Edwards, Henry Lorah.

1764-5—Nicholas Rittenhouse, Michael Patten, David Evens, David Poe, Jacob Rhume, Lewis Philip Hopkins, William Spear, Peter Frick, Michael Diffendaffer, Philip Yeiser, Erasmus Uhler, William Wilson, William Forepaugh, Michael Shrigley, Christopher Raborg, William Rodgers, Joseph Slater, George Keepert, Daniel Grant, James Calhoun, Richard Lawson, David Emmit, Jesse Hollingsworth, Edward Johnson, Thoroughgood Smith, Philip Graybill.

1766-8—Joshua Bosley, William Adams, John Chambers, Isaac Burnetson, Archee Campbell, Thomas Croxall, Cyprian Wells, Emanuel Kent, Robinson Jones, George Nace, William Askew, Elisha Winters, William Goddard, Cumberland Dugan, Anthony Pontier, William Lusby, Adam Fonerden, John Dukehart, James Cox, Isaac Hill, Mark Alexander, Benj. Griffith, Michale Allen, Hercules Courtney, Daniel Bowley, George Lindenburger, William Aisquith.

1769-70—John Sterns, William Lyon, Robey Adair, David McMechen, John McClure, Paul Bentalou, Francis Sanderson, David Strother, William Nelson, Francis Dawes, Mordecai Amos, Thomas Morgan, Robert Sinclair, David Geddes, James Wainwright, John Jeffers, William Merryman, John Norris, Benjamin Dutton, Peter Perine, John Barrow, Ignatius Jenkins, George Duvall, William Lux, Oliver Cromwell, Zebulon Hollingsworth.

1770-76—John Hawkins, William Cook, Isaac Taylor, David Yearks, Sol Morgan, George Franciscus, John S.

Martin, Thomas W. Chiplane, Francis Curtis, Henry Didier, Abram Ensor, Francis Hager, Frederic Shaffer, George Dutro, James Dorsey, John Hillen, John Hays, Nathaniel Peck, Henry Payson, James McCullough, James Fleming, John Brice, Baltzel Shafer, William Sharpe, Frederic D. Seidenstricker, Obediah Starr.

The membership from 1776 to 1782, decreased to such an extent that but twenty-five active members remained on the rolls. This was due, no doubt, to the large number of young men who had performed military duty during the whole of the War for Independence.

The first annual dinner or festival held by the Mechanical Company was on October 19, 1782, at Grant's Tavern.

This was the beginning of a series of famous gatherings, to attend which, the best of Baltimore's citizens were glad to receive an invitation.

A mention of the places where this society has held its annual dinners would include all the famous hotels in the city—Grant's Tavern, Komisky's Tavern, Starck's Inn, The Baltimore House, Indian Queen, Globe Hotel, Fountain Inn, Exchange Hotel, Barnum's, and others.

Mayors and Councilmen, distinguished guests from other cities, were always guests, while on some occasions the number present would be over two hundred.

These annual reunions have been held without a break down to the present day, furnishing occasions on which the old members could meet and fight their battles over again. From 1861 to 1866, when, from circumstances that were unavoidable, the Company could not come together as a body, they met at the houses of the different members.

After the Civil War they were again held in some public place, and have so continued to the present time.

It is believed that the Mechanical Company attended every notable parade and reception ever given in Baltimore.

It met Washington and Lafayette, and it formed an imposing and important part, either as a military or fire brigade, or both, in the funeral obsequies of Presidents and statesmen, as well as noted citizens of their own city.

Its last appearance as a military organization, took place at the laying of the cornerstone of the Baltimore and Ohio Railroad, whose first president, Philip E. Thomas, had been for many years an active member of the Company.

Beginning with 1785, numerous accessions were made to the ranks, and the Company soon began to assume its old importance.

From the "Baltimore Daily Intelligencer," December 2, 1792:

"As the 2d day of the 1 month, is the day appointed for the election of officers of the Mechanical Society, a member proposes that a meeting be held this evening at Mr. John Rutters, opposite the Market House, in order to agree upon a ticket, which may save time and trouble on election day aforesaid."

This savors very much of a "caucus," so beautifully developed in later years. From the extracts given below it would appear that the idea of incorporating Baltimore Town was not altogether unanimous:

"Baltimore Daily Intelligencer,"

December 17, 1793.

A special meeting of the Baltimore Mechanical Society will be held at Mr. John Starck's Tavern, tomorrow, at 6 o'clock in the evening; it is hoped the members will attend generally, as it is expected business of importance will be laid before them.

JOHN SHRIM, JR., Sec'y.

"Baltimore Daily Intelligencer,"

December 18, 1793.

At a special meeting of the Baltimore Mechanical Society, held at John Starck's Tavern, Dec. 17.: Resolved, That in-

structions be given to our delegates now in the General Assembly, to oppose any bill for incorporating Baltimore Town, before such bill shall be published and approved by a majority of the citizens. Resolved, That this notice be published in the newspapers of the town.

Extract from the minutes.

JOHN SHRIM, JR., Sec'y.

It will be noticed that in these notices the word "Society" is used, not "Company."

At the annual dinner given at the Indian Queen Hotel, July 4, 1794, the following remarks were made by Gen. John Stricker:

"Unlike the Boston Company, our association continued compact throughout the Revolution. There never was an hour that we could not call a meeting. At no time did we fail to do our whole duty to our country and to our fire-sides. In the war we contributed both men and money, many of our men being disabled or killed."

The apparent hesitancy about incorporating the city, as expressed above, must have been dispelled, for the Act was finally passed, and Baltimore started on her career as a city. Nor will it be out of place to give a few words regarding the personality of the first Mayor of Baltimore City.

James Calhoun was elected first Mayor of Baltimore, and amongst the names of electors and councilmen who were chosen we find such prominent citizens as George Reinecker, Dr. George Buchanan, Samuel Owings, Zebulon Hollingsworth, Jesse Hollingsworth, David McMechen, Hercules Courtenay, Jeremiah Yellott, Adam Fonerden, Philip Rogers, James A. Buchanan, Peter Frick, Englehart Yeiser, Joseph Biays, Nicholas Rogers, John Merryman, Robert Gilmor, Edward Johnson, Job Smith, Balzter Schæffer, etc. It will be noted how the Pennsylvania German and Scotch-Irish names loom up in this list, alongside of good old English names, however, and those of Huguenots. James Calhoun himself was of Scotch-Irish stock, coming into the

Province about 1771. He made himself prominent on the patriot side during the Revolution; was the friend of Washington, and was on several of the most active committees. At the date of Mr. Calhoun's election to the honorable place of first Mayor of Baltimore he was president of the Chesapeake Insurance Company; a merchant of the old school, and lived "cross North lane, on East street," that is to say, on Fayette street, south side, one door west of North street, his office being on the corner.

Mr. Calhoun remained an active member of the Mechanical Company while Mayor, and for many years after.

The members of the Company, numbering two hundred, attended his funeral in a body.

On the roll of elders of the First Presbyterian Church we find that Mr. Calhoun was an elder from 1797 till his death.

About four years ago there was found in an out-of-the-way corner of the City Library a paper which should be interesting to Baltimoreans. It is the first communication sent by James Calhoun, Baltimore's first Mayor, to the first meeting of the first City Council elected under the city charter.

Mayor Calhoun's message is as follows:

"Gentlemen of the City Council:

"Whenever a town has so increased in population as to require a variety of regulations for its internal police, it becomes troublesome to the State, as well as inconvenient to the inhabitants, to be under the necessity of making particular applications to the Legislature for every law which may be wanted; and, therefore, it has been the policy of most towns thus circumstanced to apply for competent powers to pass laws and ordinances for their own internal government. This has been our case, and the Legislature of the State of Maryland, by an act of their last session, have erected Baltimore Town, in Baltimore county, into a city, and have constituted the inhabitants thereof a body politic

and corporate, by the name of the Mayor and City Council of Baltimore. Elections have taken place, and it has fallen to my lot to be chosen their first Mayor, and to yours to be selected for the City Council.

“By an error in the act of incorporation with respect to dates, it became impossible to hold our first session on the day mentioned, second Monday, February, 1797, in the law, and I have been under the necessity of resorting to the powers vested in the Mayor to convene you at such time as it appeared to me the public good required your deliberations.

“Being, therefore, now convened, you will, no doubt, pursue the object of your appointment, and the trust reposed in you by your constituents, with all that diligence and harmony necessary for the investigation of the different subjects committed to your care, and will pass such laws and ordinances as may appear to you most likely to answer the ends in view, and to promote the interest and happiness of our fellow-citizens.

“Conscious that time to most of you is very precious, and conceiving that it might have a tendency to shorten the session, I have collected and shall herewith deliver you a list of all Acts of Assembly relating to Baltimore now in force. These will show the powers heretofore vested in the town commissioners, special commissioners and port wardens, all of which now devolve on the corporation except that of holding elections for members of the General Assembly, which, by the Constitution of the State, was vested in the town commissioners, and cannot by any single Act of the Legislature be taken from them.

“To provide for the transfer and exercise of those powers, as well as that of the Act for the establishment and regulation of the night watch and erecting of lamps (heretofore under the direction of the Criminal Court), will, of course, claim your early attention.

"I have not as yet been able to collect a statement of the accounts and funds from the different boards, but they shall be delivered you as speedily as possible.

"JAS. CALHOUN."

From all we can learn, this communication is characteristic of the man.

As a result of this first election, Mr. Richard H. Moale, son of John Moale, was elected register of the city; Mr. James Carey, president of the First Branch of the City Council, Mr. John Merryman being president of the Second Branch. The first Council met in its first session in February, 1797, at the Courthouse, as directed by the Act of incorporation. They continued to meet here until March, 1801, when commissioners were appointed to choose a site and build a City Hall, and until the building was erected the commissioners and Mayor were to "provide forthwith a suitable house for the accommodation of the City Council and for the office of the Mayor and register." The first City Hall and Mayor's office was on South street, nearly opposite Lovely lane, on the site of the banking-house of the Messrs. Garrett. This property seems to have belonged to Mr. James Long, and was rented for \$200 a year. Afterwards the building erected by Rembrandt Peale, on Holliday street, north of Lexington, and called Peale's Museum, was bought for a City Hall, the picture galleries being turned into Council chambers. This site served until the present City Hall was finished.

The city officers were not numerous, nor the salaries large. Each branch of the Council had a clerk and a messenger; there were five city commissioners, three commissioners of the watch and lighting the city, nine health commissioners, three commissioners to survey the harbor, two inspectors of flour, one inspector of salted meats, a superintendent of pumps for each ward, a harbor master, a collector, a superintendent of streets, a city constable, a superintendent of the mud machine, three assessors, a clerk for each of the three markets, four measurers of lumber, four

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woodcorders, two hay weighers, one gauger, keeper of the powder magazine and three sweepmasters. The Mayor received \$2,400 a year and office rent, register \$1,400, harbor master \$300, mud machine superintendent \$666.66, clerks of markets \$280 for the three, city commissioners \$2 per diem for each day's actual service, Council clerks \$5 per diem, messengers \$1.50 per diem during actual service. The members of the Council received \$1.50 per diem for each day's session; but, if absent, were fined \$2 per diem. Such were our first lawmakers.

The first ordinance, after continuing over some necessary officers of the town and providing for the proper custody of the moneys and records, was to establish a seal for the corporation of Baltimore. It was decided to retain the old seal of the town commissioners, some necessary alterations being made in it. The next ordinances established the office of register and the treasury department, and the collector of dues and arrearages, fines and licenses, and the seventh ordinance restrained gaming and licensed and regulated theatrical and other exhibitions, in the interest of "true religion and good morals," which are declared to be "the only solid foundations of public liberty and happiness." The subsequent ordinances take up inspections, health, night watch, policing, nuisances, lighting of streets, etc., in natural order.

"By a statement of the receipts and expenditures of the city, it is shown that there was a surplus at the beginning of the second year of the incorporation."

More than two-thirds of the Council elected with Mayor Calhoun were members of the Mechanical Company.

It may be stated here that the first six Mayors of Baltimore (1797-1831) came from the ranks of the Mechanical Company. These were:

JAMES CALHOUN,	GEORGE STILES,
THOROWGOOD SMITH,	JOHN MONTGOMERY,
EDWARD JOHNSON,	JACOB SMALL.

Their portraits hang on the walls of the Council Chambers in the City Hall, together with those of all the Mayors who have succeeded them. With them were elected many members of the Company, almost always forming a majority of the Council.

From 1784 to 1798 there had always been arrangements for the "relief of the widows and orphans, as well as all other unfortunates of the town." At the annual meeting on January 10, 1798, at the lodgeroom on Chatham street, the following members were elected a standing committee to carry out the resolves of the Company: J. Richardson, R. Stewart, James Bryden, J. Mackenheimer, Adam Fonerden.

Early in 1798, when war with France threatened, the following members of the "Mechanical Association of the Defenders of the City of Baltimore" enrolled for one year without compensation: Ph. Graybill, Rich. Mason, Jas. McCullough, Henry Johns, John Shule, John Stricker, Job Smith, Peter Frick, Jas. Biays, Wm. Clemm, J. Hollingsworth, Jas. Griffith, John Martin, George Franciscus, Andrew Keener, Adam McLane, Fred. Shaffer, Alex. McKim, Francis Hagar, John Hollins, Wm. Pechin, Wm. Trimble, Wm. Halfpenny, John Mitchell, John Parker, Lewis Pascault, F. A. Armstrong, Wm. Smallwood, William Rogers, A. Carrick, S. Hooper, John Kipp, George Warner, S. Harper, Thos. Dinsmore, James B. Neale, H. Stouffer, R. Sweeney, William May, Charles Torrence, John Gutrow.

This chapter closes the first period of the growth of Baltimore and the Mechanical Company, and in the beginning of the nineteenth century we find both city and Company pressing forward together, each working out its own ends.

In 1800, the Mechanical Association entered on the last twenty-five years of its existence as a military organization. On February 7 of this year, a meeting of the Mechanical Association was held at the Fountain Hotel, Mayor James Calhoun, presiding.

It was resolved to hold a banquet on February 22, and to invite all the friends of the Company to attend, especially those who had served in the Revolutionary War.

General John Stricker, John Colvin, Nathaniel Rodgers, George Presstman, John McKim, and Robert Purviance formed the committee.

This was the first move in Baltimore to celebrate Washington's Birthday, and perhaps the first in the United States.

For the next few years our city pushed forward rapidly. The war in Europe opened the way for commercial prosperity, and our citizens were not slow in taking advantage of it.

Owing to the complication of affairs between Great Britain and the United States, we find that there must have been much excitement in Baltimore, for the Mechanical Company met and passed a resolution, under date November 27, 1807, volunteering their services to the Government.

The resolution was forwarded to Robert Smith, Secretary of State, who was a member of the Company. James Calhoun, David Shields and John Shrim were the committee appointed to forward the resolution, and to make all necessary provisions to carry it out.

Later, the crisis came closer, and in 1812, we see the following resolution on the journal: Resolved, "That when any member wishes to resign, it will be only necessary for him to absent himself."

This was done apparently to give the members a chance to join the military.

The following notice was posted on all the public buildings: "The members of the Mechanical Company are earnestly requested to attend a meeting on 2d day of 6th month, (1814) when the roll will be called at 6 o'clock. Matters of the greatest importance to all will be discussed."

By order of the President.

PH. E THOMAS, SECY.

This was for the purpose of rendering aid to the sick and wounded, especially sailors who were in the city. At one time there were over one hundred sailors from Norfolk and Portsmouth, who had reached the city in very destitute circumstances.

Again war broke out, and again did the Mechanical Company show its mettle.

In the battle at North Point, nearly all of its active members were in the field, some in one command, some in another.

One organization was called the "Mechanical Volunteers," most of its officers and many of its members being from the Company. Its roll is given here.

Benj. C. Howard, Capt.	Bare, George.
Thos. Towson, Lieut.	Bainer, Wm.
Jos. Cox, Ensign.	Bell, Thomas.
Geo. Mathiot, Sergeant.	Boren, George.
Jas. Stewart, Sergeant.	Biven, Hor.
John Bull, Sergeant.	Canby, Benj.
George Hull, Sergeant.	Collins, Jos.
John Yewell, Corporal.	Dudley, Geo.
Jos. Thomas, Corporal.	Dulaney, Saml.
Fr. Castine, Corporal.	Dalrymple, Wm.
Jos. Whitaker, Musician.	Hayden, Dennis.
Ed. Adie, Musician.	Hutton, Elisha.
Geo. Whitaker,	Hoar, Elisha.
Anderson, John.	Hull, Edw.
Baughman, Fr.	Jones, Josh.

Levy, Thos.	Sifton, Wm.
Mathiot, Chr.	Sinclair, Jas.
Marser, B.	Stansbury, D.
Meyer, Jac.	Stockton, J.
Mills, Levin.	Sindal, John.
Peters, H. C.	Towson, H. H.
Poque, L. J.	Turner, Ch.
Randall, Aq.	Tyler, J. C.
Randall, Elisha.	Willing, Jos.
Redgrave, —	Wells, Harris.
Riezer, S. C.	Yanaway, D.
Shaw, Isaiah.	

In compliance with a request made in 1830, Nathaniel Hickman, publisher, No. 86 Market street, furnished the Mechanical Fire Co. with a list of the members who served under General Samuel Smith in the volunteer military in 1814. The list is as follows:

Peter Zare,	Hezekiah Starr.
Jesse Hunt,	Thos. M. Locke,
Samuel G. Hyde,	Alexander Gregg,
William Gwynn,	John Hulse,
Robert Mickle,	Benj. Bruff,
Jas. Slone,	Henry Dukehart,
Samuel Le Grand,	Henry McComas *(Killed)
Nich. Worthington,	George Stiles,
Jonathan Meredith,	William Spear,
Jas. Calhoun, Jr.	Chas. G. Perry,
Jacob Small,	Charles Rogge,
Sam. Hollingsworth,	John Shrim,
William Frick,	F. M. Wills,
Eben Finley,	Jas. Croxall,
Felix Jenkins,	Michael Jenkins,
Robert Lemmon,	Chr. Raborg,
Ph. J. Cohen,	John C. Lindenburger,
Michael Warner,	Richard J. Matchett,
Adam B. Kyle,	Jason Jenkins,

Jacob Senseny,
Ph. Chamberlain,
Jacob Deems,
John A. Ruff,

Daniel McPhail,
A. E. Warner,
Fred. Jenkins,
George Jenkins (Killed).

*Henry McComas joined the Mechanical when quite young, and was one of the lads, Wells and McComas, who are popularly supposed to have shot General Ross. He was in Asquith's sharpshooters.

In speaking recently, with a prominent member of the Society of the War of 1812, he stated that he had gone over every foot of the battlefield, and had made a careful study of the fight from both sides, American and English.

He gave it as his decided opinion that General Ross was killed by a volley-fire from the Mechanical Volunteers.

It is a pity that no complete list of the members who served in the Revolution, or in the War of 1812, can be furnished.

The 18th volume of the Maryland Archives, containing the names of the Maryland soldiers in the Revolution, is well done and splendidly indexed, but many rolls of the militia companies are not given, while sailors seem to be omitted entirely.

In the book entitled "Citizen Soldiers at North Point" there is no index, while the work itself is by no means what it should be.

That the reader may gain some idea of the more important military positions held by members of the Company, the list of the commissioned officers of the 3d Brigade is given:

Those marked (*) were members of the Mechanical Company.

THIRD BRIGADE, MARYLAND MILITIA.

STAFF.

*John Stricker, Brigadier General.

*James Calhoun, Jr., Brigade Major and Inspector.

5TH REGIMENT.

*Joseph Sterrett, Lieut.-Col. Com.

R. K. Heath, Major.

Captains: *Shrim, *Barry, Comegys, S. Sterrett, Jacobs, Conn, *Warfield, *Vance.

6TH REGIMENT.

*Wm. McDonald, Lieut.-Col. Com., *Thomas Tenant and *Wm. Pechin, Majors; Chas. M. Poor, Adjutant. John Snyder, Paymaster; *Job Smith, Quartermaster; Joseph Allender, Surgeon; Jas. B. Stansbury, Surgeon's Mate; Captains: Wm. B. Dyer, *Thos. Sheppard, Geo. Wœlper, James Cordery, J. B. Taylor, Gregory Foy, John K. Rowe, Jared Wilson, Jas. Piper, Peter Galt.

27TH REGIMENT.

Kennedy Long, Lieut.-Col. Com.; Wm. Woodland and Geo. Keyser, Majors.

Captains: Thomas Moore, Jacob Grafflin, Charles Stansbury, Nicholas Jones.

39TH REGIMENT.

*Jacob Small, Lieut.-Col. Com.; Benj. Fowler and Leonard Frailey, Majors; W. H. Hanson, Adjutant; Thos. Mumme, Quartermaster; Owen Dorsey, Paymaster; John Howard, Surgeon; Dickson B. Watts, Sergeant-Maor. Captains: Alex. Thompson, W. H. Winder, W. R. Smith, Jas. Haslett, *Ph. R. Sadtler, Tobias Watkins, Jacob Steiger, Samuel Cole, Lieut.-Com.

51ST REGIMENT.

*Peter Little, Lieut.-Col. Com.; Wm. Stewart and Francis Hollingsworth, Majors.

Captains: J. S. Young, H. Amey, *M. Warner, L. Reed, John H. Rodgers, — Peters.

On the list of officers in 1810 we find David Poe, Isaac McKim, Isaac N. Toy.

It is not quite so well known perhaps, that the Battle Monument on the North Point Road was erected by the Mechanical Volunteers. The reader is shown the inscription on two of the sides.

The right side bears this :

THE FIRST MECHANICAL VOLUNTEERS,

Commanded by

CAPT. BENJ. C. HOWARD,

in the 5th Regt. M. M.

Have erected this Monument as a tribute of respect for the memory of their gallant brother in arms.

On the left side is this :

SACRED TO THE MEMORY OF

AQUILLA A. RANDALL,

Who died bravely defending his country and his home
on the memorable 12th. Sept., 1814.

Age 24.

This monument was dedicated in 1817, when the command marched down and listened to a patriotic speech by its old commander, Captain Howard.

Nor were social and intellectual features omitted.

About 1820, the Library of the Mechanical Company was started. In 1850, this had grown into such proportions that a special room was set aside for its 3,500 volumes, a custodian appointed, and special rules and regulations made for its government. At one time Jacob Small, afterward Mayor, did not think it beneath his dignity, to take charge. At the time of the disbandment of the Volunteer Fire Department in 1859, the books were given to the House of Refuge.

Preamble of the Association of the Mechanical Fire Company Library, Adopted January 29, 1839.

“Whereas it is proper that all men should cultivate and improve those qualities and talents, with which nature hath endowed them, in order as well to obtain refinement in so-

ciety, as to acquire a knowledge of History, Letters, and the Arts—therefore, we, members of the Mechanical Fire Company of the City of Baltimore, believing that by a union of exertion, we can effect our own advancement in all that tends to elevate the mind and develop the intellect—do for the purpose aforesaid form ourselves into Library Association, and mutually agree to the following Constitution, By-Laws, and Rules of Order, adopted in convention this day the Twenty-ninth of January, 1839.

This Constitution and By-Laws was signed by ninety-one members, with

PHILIP LOWRY, Pres.

JOHN FURLONG, Sec'y.

At the close of the year 1827, an Act (127) was passed to incorporate a company in the City of Baltimore, to be called the Mechanical Fire Company.

The first section read as follows: Be it enacted by the General Assembly of Maryland, that Thomas S. Sheppard, Hezekiah Niles, Isaac N. Toy, Thomas M. Locke, Jas. Willson, William Baker, Jas. Mosher, Jas. Holbrook, Joseph K. Stapleton, George Rodgers, John Dukehart, Sr., John Dukehart, Jr., and such other persons as are now or may hereafter become members, shall be, and they are hereby created and made a body politic and incorporate by the name, style and title of The Mechanical Fire Company.

This was the ending of the Mechanical Company as a military organization. For over half a century it had been the means of furnishing drilled and equipped men for every emergency. From fighting fires with buckets to opposing the enemies of its country at the point of the bayonet; from patrolling the town and punishing evildoers, to laying down their lives, the Mechanical Company was never found wanting.

And while but one monument (that at North Point) directly concerns the Mechanical Company, yet they are, to a large degree, participants in the glory of the others. They

followed Washington, and some of its members were his close friends. They took an important part in the fight which the Battle Monument commemorates.

The Wells and McComas Monument is in memory of one of its members, while, if the beautiful shaft just erected on Mount Royal avenue is to help us to remember those who fought for our liberties in the War for Independence, surely the Mechanical Company may with justice claim its share.

STREETS IN BALTIMORE NAMED AFTER MEMBERS OF THE MECHANICAL COMPANY.

In no way can the estimation in which the Mechanical Company was held by the general body of citizens, be better demonstrated, than by the statement that *over one hundred* thoroughfares in the City of Baltimore have been named after its members.

Some of these streets go back almost to the beginning of the town, as: Stiles, Plowman, Aisquith, Holliday, McClellan, Hollingsworth, Mercer, Uhler's Al., and others.

Under an act of 1817, the following gentlemen were appointed a Commission to make a new survey and plat of the city, viz.: Wm. Cooke, John Hillen, Nath. Williams, John McHenry, James Mosher, Joseph Townsend, William McMechen, Geo. Winchester, and William Gibson. Of these, the first five were active members of the Mechanical Company, and some of the others honorary members.

The result of the labors of the Commission was the well-known Poppleton's Plat, so called from the name of the surveyor for the Commission, Thos. H. Poppleton.

Whether the Commissioners or Poppleton, or, as is most likely, both, selected the names cannot be stated, but an inspection of the map discloses the following familiar names:

Alexander, Amos, Armstrong, Adams (now Harlem Av.), Allison, Boone, Bentalou, Brown, Barney, Brice, Belt, Cannon, Cole, Clement, Clemm, Campbell, Cromwell, Carey, Calhoun, Carpenter, Clarke, Cooke (now Patterson Av.), Cox, Carroll, Covington, Duncan, Donaldson, Edwards, wards, Ellicott, Elliott, Ensor, Edmondson Av., Frick La.,

Garrison La., Gittings, Gibson (now Eutaw), Grundy (now Park Av.), Hollins, Hillen, Holbrook, Jenkins La., Johnson, Lemmon, Lorman, Lovegrove, Mullikin, McComas, McKim, McCabe, McHenry, McCullough, McMechen, May, Moale, Mosher, Nicholson, Norris, Oliver, Payson, Presstman, Richardson, Raborg, Shields, Schrøeder, Sterret, Smith, Stricker, Thompson (now Edmondson Av.), Townsend (now Lafayette Av.), Tenant (now Riggs Av.), Towson, Tessier, Tyson, Wall, Willson, Wæsche, Winchester, Warner.

In some cases the family name was used, and not that of any particular member.

THE MECHANICAL COMPANY AS A FIRE BRIGADE.

The narrative of the life of the Mechanical Company as a Fire Company, would really be the story of the Baltimore Fire Department.

Before the present paid Fire Department came into existence, there had stood, for nearly one hundred years, the only protection against fire, the Old Volunteer Fire Department.

In the old volunteers, the Mechanical Company was the pioneer.

No attempt will be made in these pages, to write again the history of the firemen of Baltimore; that has been done, and well done, in J. Albert Cassedy's book entitled "The Firemen's Record," and in Clarence H. Forrest's "Official History of the Fire Department."

All that shall be done, will be a few words bearing especially on the Old Mechanical Company, and in these few words prove that Baltimore's Fire Department is the oldest in the country.

Not that other places did not have arrangements for putting out fires, but no other city in the country can show a regular systematic organization dating as far back. (Griffith, in his "Annals," states that an engine was bought for the Mechanical people in 1769.)

The old firemen, it may be said here, have never been given the credit they deserved.

For a class of men, most of whom were the best the city could furnish, to deserve so much odium as has attached to them, is unreasonable.

They served without pay, and in proportion to the numbers engaged, suffered as large a loss of dead and disabled, as the average company of soldiers, with far less glory and credit.

In 1769 a Holland vessel (the Dido of Amsterdam) touched at Baltimore, having on board a small engine. This engine was nothing but a small copper arrangement for throwing water on the sails to increase the ship's speed.

Some of the citizens determined to secure this piece of apparatus, and in a meeting held at Melchior Keener's house, a committee, consisting of James Cox, John Dever, Mark Alexander, Gerard Hopkins and George Lindenger, was appointed to conduct the negotiations.

In their report, the committee stated to the association: "After much discussion and objection by the captain, we struck a figure, seventy-three pounds and seven shillings."

This little machine remained in use for ninety years, and was familiarly called the "Little Dutchman."

Among those who subscribed to the purchase money, were Gerard Hopkins, one pound, six shillings; John Dever, one pound, two shillings; David Rusk, one pound, two shillings; Joshua Williams, Elias Barnaby, David McClellan, Alexander Leith, Aaron Mattison, Mark Howard, Elisha Hall, and William Richardson, one pound each.

At the next meeting, the subscribers were Isaac Grist, Darby Lux, H. Courtney, John Moale, John Smith, James Cox, John Cannon, F. Myers, Benjamin Dugan, Thomas Burgess, John Wilkerson, Chris. Nice and Ph. Grace, one pound each.

George Presstman, Thos. Worthington, Jas. Holliday, Jas. Smith, John Shule, John Lee and Ed. Sanders subscribed from ten to fifteen shillings each.

The first Rule passed by the Company, 4th day, 1 mo., 1770, was as follows: "We will, each of us in six months after entering into this Company, at our own cost and charge, provide ourselves with two good leather buckets which shall be marked with our own names and that of



the Company's and shall be hung up in the most public place near our entrance door and be applied to no other use but that which is hereby intended."

JOHN SHULE, Secy.

In 1771, we find that quite a number of members were fined for non-attendance, and others for not having buckets and badge at a fire.

In 1774, the Company purchased a "spouting engine," the cost of which, ninety-nine pounds, was raised by subscription.

The Company ceased to be a mere Bucket and Ladder Company, and was ever after referred to as a Fire Engine Company.

In 1774, we are given the following item: "Phil Hopkins has neglected to act as scribe when elected, and William Duncan lost the list of names," and several members were fined for not bringing the ladder from a fire.

The use of buckets, however, continued for many years after, for we find regulations regarding them in the early ordinances of the city.

The following communication addressed to Mayor Thorogood Smith, as late as 1805, makes queer reading in these later days:

(Copied from the original.)

Several citizens happening together one evening some time past, among the various subjects of conversation which presented was that of the very great insufficiency of buckets at times of fire to keep the Engines employed—on account of which it is the opinion of all who were present a great deal of property has been lost. In conversing on this very interesting subject the two following questions naturally presented:

First. Are there not some defects in the present provisions respecting fire buckets; and if any, what are they, and how do they operate?

Second. What regulations would be likely to conduce to a more adequate and immediate supply of buckets at times of fire?

On the first question it was observed that the present provisions appear to be defective, as the Ordinance compels the occupier or occupiers of every house valued at a sum exceeding Two hundred Dollars, to keep two fire buckets in good order and hung up near the front door—and in case such buckets or either of them be damaged or lost at a fire, the occupier or occupiers thereof shall at their own expense have the same replaced, under a penalty of five dollars. By this Ordinance carrying buckets to a fire is a voluntary act. A man hastens with his buckets to a fire, and there puts them in use; it is hardly possible for him to find them again that night; the next day he must quit his business and go far or near, as the case may be, to get his buckets; perhaps he finds them; if so, he has lost but half a day, more or less; but if he cannot find them, he has lost the price of two buckets and is subject to pay five dollars if they are not replaced in one month. Thus by endeavoring to be useful at these alarming times a man is exposed to the danger of losing money, besides time, in looking for the old and procuring new buckets (which time is as valuable to some of us as money), whilst he who, fearful of losing his buckets, lays quietly at rest while his neighbour's property is consuming, is at no kind of trouble or expense—subject to neither fine nor penalty—and why? Because he has complied strictly with the requisitions of the Ordinance, which, although it makes the buckets subject to the direction of the Corporation, and he is forbid to use them on any other occasion, yet he is not enjoined to use them on this; he, therefore, keeps them in good order and hung near his front door ready for the inspection of the Superintendent of Chimneysweeps at any time and at all times.

Suppose a fire to happen at Fells point in the fore part of the night, those citizens who generally attend with their buckets hasten to the place of danger, put them in use, and when

the fire is extinguished return home without their buckets, because for the most part they are not able to find those marked with their own names, and dare not take others. In the latter part of the same night the alarm is given from the upper end of the city—how then are we to be timely supplied with buckets? It is impossible because not the greater part of the buckets in the City, but nearly all the buckets that are used at fires in the City are now lying at Fells point, and the owners of these idle buckets (which seldom and many of them never go to a fire) are so unaccustomed to the business, that they do not see the necessity of turning out their buckets, or perhaps do not even think of those in their possession.

In answer to the second question it is thought, that if some regulations were entered into compelling every person who builds a house, to furnish it with two good leather fire buckets, at their own expense in the first instance, which buckets with all the buckets already provided in the City shall be subject to the direction of the Corporation of the City of Baltimore—to be disposed of in the following manner, viz.: It shall be the duty of the occupier or occupiers of every house in the City on hearing the alarm of fire immediately to convey or cause to be conveyed to the place from which the alarm originated, the buckets in his, her or their possession; and in case of inability of any occupier by their own means to convey said buckets, they should set them in the street where they might be found by some person who would take them. And as an inducement to the Citizens to comply with their duty in handing out their buckets, that there be a public place of deposit for fire buckets; that the buckets be without mark or distinction; that when a fire is so far extinguished as to admit of the Citizens generally leaving it, the occupier or occupiers of each house may supply themselves with the first two buckets they may find; that if there should be any lost, the citizens shall not be at the trouble, expense or uncertainty of finding them, but shall be immediately supplied on application

to the person having the care of the public deposit—whose duty it should be the next day after the fire to search docks and all other places where he may think it is likely buckets may be, and to make use of all proper means for the recovery thereof, and convey them to the place of deposit; wash and keep them in good repair; procure new ones under the proper direction, always keeping a quantity on hand to supply the place of such as may be lost.

By this means it appears we should be likely to have a more immediate and much greater supply of buckets in times of fire, as the persons who now keep them in their houses, least they should lose them, would no longer have anything to fear on that score, as it would greatly increase the number of buckets; as it would be a means of restoring to every house its two buckets as soon as the occupier returns home, in this case the very great advantage of being prepared for the second alarm in the same night is evident. It will enable the widow, the sick, and others who cannot send their buckets to fires for want of a person to find and carry them home, to contribute their aid in this way, as a little girl or boy without the advantage of reading can go to the place of deposit and without difficulty get their buckets replaced. The person having the care of the deposit may find and convey to the appointed place all the buckets that are to be found in one day, and may attend at the place of deposit to hand out supplies for deficiencies half a day. Thus in a day and an half by one man is the great saving of half a day more or less of many very many industrious citizens for whom it is very inconvenient to be called from their business; thus, also, are we sure of having the City well furnished with good buckets, as every person will be desirous of carrying such home with him; the over quantity, if any will be the refuse, and good for little or no purpose except that of shewing the necessity of getting a fresh supply as they are called into action.

The foregoing communication is respectfully submitted to Thorowgood Smith, Esq'r, Mayor of the City of Balti-

more, for his perusal; if he finds anything in it that meets his approbation and will conduce in any degree to the benefit of the City we shall think our time well employed.

During the years from 1776 to 1783, the Company lost some members, many having gone to the front. The "stay at homes," nearly all Quakers, managed to bring together enough men to work the apparatus, and hold the organization intact. The books for this period are almost blank.

The Mechanical Company occupied the entire field for nineteen years, before it had a rival, in the Union Company, which was organized in 1782.

For the first ten years of the Company's existence the only fires recorded by the Secretary, were as follows: Two houses, four barns, one stable and one tobacco shed.

The most disastrous fire in the years during which the Mechanical occupied the field alone, was the Almshouse fire, on September 16, 1776. This building was at least a mile and a half from the engine-house, and the apparatus had to be hauled by hand over rough, unpaved streets.

The Union Company was followed by the Friendship Company, and later by a long line of independent organizations, which need not be mentioned here. In after years, the intense partisanship displayed by these separate companies resulted in many a disgraceful outbreak of violence, in some cases amounting to riots.

It can be said in all truthfulness, and with no desire to reflect on the conduct of the other Companies, that the Mechanical boys never took part in such disturbances. In fact, a large part of the stigma upon the fire companies is due not to the firemen themselves, but to gangs of rowdies outside of the regular members.

On the records for 1784 is to be found this curious resolution, viz.: "In case of any fire breaking out, we will cheerfully give our assistance for the relief of our fellow-townsmen in general, but more particularly we will use our utmost exertions to preserve the Houses and Effects of the members of our own Company."

While this looks a little selfish, it must be remembered that the service was purely voluntary, and that any dereliction of duty was subject to a fine.

In 1789, Baltimore was visited by a severe flood, in which many lost their lives, among them Alexander Grant, a member of the Mechanical Company, who attended his funeral in a body. This was regarded as a very novel feature. During 1780-'3, a lodge of Masons occupied the "Lodge Room" of the Company.

In the election for officers for 1789, we find David Poe, as one of the "managers at fires."

The following record is from a paper printed by John Hays at No. 8 Market street.

"Whereas it becomes necessary, from the frequent loss by fire, that men should endeavor to be useful to each other, therefore we the subscribers, desirous of contributing to a desire so laudable and benevolent, do agree to form ourselves into a more active society for the purpose of protecting the property of our Citizens, and do hereby enlist in the Mechanical Company for one year.

Mordecai Amos,	Jesse Brown,
Thomas Morgan,	Jacob Pugh,
Robert Sinclair,	Joel Morgan,
William Davy,	Duncan McCollum,
David Evens,	Benjamin Dutton,
James Nide,	Oliver Fuller,
David Geddes,	Peter Perine,
James Wainwright,	John Trimble,
John Jewett,	David Yerkes,
Wm. Merryman,	Isaac Taylor,
Samuel Wilson,	John Hawkins,
Richard Frazier,	Ira Draper,
John Norris,	William Cook,

The following items may not be out of place at this point:

Engineers from 1763 to 1869.

- | | | |
|----|---------------------|-------|
| 1. | JOHN DUKEHART, SR., | 1773. |
| 2. | GEORGE WELLS, | 1789. |
| 3. | JOHN DUKEHART, SR., | 1798. |
| 4. | HENRY P. DUHURST, | 1841. |

From 1763 until 1859 the Mechanical had in service the following pieces of apparatus:

One engine, "Old Lady."

(A full description of the "Old Lady" will be given later.)

One suction, "Little Dutchman."

One suction, "Comet."

One suction, "Fairy."

One suction, "Fame."

One suction, "Dolphin."

One suction, "Alpha."

One hose carriage, "Rocket."

One hose carriage, "Jo Warner."

One hose carriage, "Snow Bird."

One hose carriage, "Flying Dutchman."

The colors of the Mechanical were silver and blue.

The uniform worn for over fifty years, was simply a blue badge, with name around the hat, while on parade an additional silk badge was worn on the coat.

The first regular uniform was adopted by the Company in 1821-2. It was a full suit of drab cloth, with round-rimmed hat, painted blue, the name on it, with a five-pointed star on the front; an oilcloth cape of blue with the name of the Company in a semicircle, and under it a large silver star, together with a star in each corner of the front. The buttons of the coat were silver, in the shape of a star.

This uniform continued in use, with but little alteration, until 1859. At parades or funerals, black pants were worn, unless by vote it was determined to appear in citizen's dress.

(This book is bound in the colors of the Mechanical Company.)

A special meeting of the members of the Company was held in March 7, 1789, at their engine-house, when the following resolutions were submitted:

"Resolved, That this Company recommend to the inhabitants of this town, that they put lights in their windows in time of fire in the night, not only where the fire is, but generally throughout the town, for the convenience of those who are repairing to the fire.

"Resolved, That it be recommended to every housekeeper, where one of the family is not enrolled in one of the fire companies to provide as soon as possible, two good leather buckets, marked with the owner's name, and they send to the place of fire immediately on the alarm being given.

"Resolved, That each fire company appoint any number of men of their own company, for lane-man, who shall be distinguished by a white staff eight feet long, whose duty shall be to form lines for the purpose of handing the water."

With some alterations and additions, these were carried out for several years.

Until 1794, there was no alarm bell in the town, but by the erection of the Reformed Church, on Second street, a spire was provided in which a clock and bell were placed. This bell continued in use for more than half a century.

In 1796 a disastrous fire broke out on December 4, on Light street, south of Baltimore street. As a result, a meeting of the citizens was held without delay, and a committee appointed to take measures for the better protection of the town.

Among others was this resolution, viz.: "That there be a voluntary patrol of the citizens as long as the same may

appear necessary, and that the town be divided into eight districts; that the citizens patrol in respective districts; that there be three superintendents in each district, with authority to organize and regulate the patrol thereof, and that the following be the superintendents: For the first district, John P. Pleasants, William Jessop, John Stump; for the second, John Stricker, David Poe, Joseph Thornburg; for the third, Peter Hoffman, Robert Smith, James McCannon; for the fourth, Alexander McKim, Sol Etting, Samuel Hollingsworth; for the fifth, Thomas Dixon, Thomas Hollingsworth, Paul Bentalou; for the sixth, John Hollins, Peter Frick, Englehart Yeiser; for the seventh, Richard Lawson, Thomas McElderry, John Mackenheimer; for the eighth, Joseph Biays, H. Waters and John Steel. Nearly all of these had served their apprenticeship in the Mechanical Company. Another resolution, which was finally put into execution in January, 1797, was in regard to property men.

It was as follows: "*Resolved*, That a captain and six assistants be appointed to command the whole of the property men at fires; and that James Calhoun be captain, and Hercules Courtney, John Merryman, James Somerville, Henry Schrøder, Ebenezer Finley and Cyprian Wells, the assistants.

Nor was this all. A few days later a superintending directory of all fire companies, and matters pertaining thereto met and elected Jesse Hollingsworth, president.

At an early date after the incorporation of the city, the various fire companies began to petition for appropriations for expenses, and various small sums were given to each company.

A statement (copied from the original) is here given of the expenses of the Mechanical Company for 1805:

"Pursuant to an ordinance passed at the last session of the City Council, the Mechanical Fire Company, respectfully

represents to the Register of the City that within the last year they made the following expenditures:

To Warner & Hanna, for printing.....	\$31.50
To Sundry members to replace lost Buckets.....	44.12½
For Halling ladders from the fire on Bowleys whf	.50
For repairs on their Engine.....	61.00
For repairs on their Engine House.....	18.38½
To James Bryden for the use of a room 5 times..	11.00
For Halling Engine House.....	3.00
For Painting Ladders, &c.....	12.33
For oiling Hose.....	7.00
For a water Can & repairs on do.....	154.66
For Badges.....	31.60
For 240 feet New Hose at 62½c.....	150.00
For 3 Sett New Screws for do.....	15.00
For Engineers salary.....	50.00
For Secretarys do.....	30.00
For serving notices to the members, collecting public Buckets, &c.....	20.25
	<hr/>
	\$640.35

DAVID SHIELDS, *President.*

WM. RILEY, *Treasurer.*

P. E. THOMAS, *Secretary."*

Balto. 1 Mo. 30, 1806.

In 1800 there were six companies in service: The Mechanical, Union, Friendship, Deptford, Liberty, Republican, changed first to Federal, then to Independence, but finally called Independent. During the year 1806 a movement was made looking to the selection of a new engine-house. The first home of the Mechanical Company was on the corner of Gay and Market (Baltimore) streets. How long they remained here is not known, but about 1775 we find them on Fayette near Calvert, where they remained until 1829, when they took their quarters to North street and Orange

alley. A picture of the building is in the City Library, donated probably by Christopher Raborg, as his signature is on it.

Some time prior to 1838 they purchased a house on South Calvert street, opposite Mercer, where they remained till they went out of service. This house had a bell weighing 3,176 pounds, the largest in any engine-house.

It was moved in 1859 to No. 3 Engine-house. The engine-house was described by Mr. John E. Reese as follows: "It was situated on Chatham (Fayette) street, near Calvert, and was a small, two-story frame building without chimnies, very much like a carriage-house of the present day. There was a small yard in front, and on the side, with paling fence.

"Each floor consisted of a single room, the upper one furnished and used for Company meetings.

This building was used as a recruiting office during the Revolution.

The Mechanical Company had their quarters here until 1829, when the building was torn down in order to grade the street."

For the next few years we find nothing on record but routine matters, drills, small fires, elections, fines, etc.

In the report of expenses as made to the Mayor and City Council, the secretary, no doubt from force of long habit, used the mark for "pounds sterling," instead of the dollar mark. An old member of the Mechanical Company stated to the writer, that the first presidents of the fire companies which came into existence between 1785 and 1820, had all been previously, active members of the Mechanical, while from 1820 to 1859, six of the eleven new ones had also for their presidents, men who had been active members of the Mechanical. In a word, seventeen out of the twenty-two fire companies in existence at time of the dissolution of the volunteer fire department, took their first presidents from the ranks of the Mechanical.

The last president of the Mechanical Company while it was in active operation, Henry Spilman, became Chief Engineer of the Fire Department in 1871.

From the American of March 11, 1819.

“To the Mayor and City Council:

The Memorial of the Subscribers, the standing Committee of the Mechanical Fire Company, respectfully represents that the Engine belonging to their Company, has become so defective that in almost every instance, where it has been necessary to use her, some part of the works thereof have failed.

If they could obtain a new engine, their apparatus would be complete. They, therefore, respectfully solicit the aid of the City to enable them to accomplish their object.

JAMES EDMONDSON,
THOS. M. LOCKE,
MIC. ALLEY,
WILLIAM WILLSON, JR.,
JOHN DUKEHART, SR.

Standing Committee of the Mechanical Fire Company.

During the year 1821, it became necessary for the Mechanical Company to procure a new and improved engine, and for that purpose a committee, consisting of the President, Thomas Sheppard, and John Dukehart, were empowered to proceed to Philadelphia and contract for one. The following contract was entered into:

“Articles of Agreement made and concluded this third day of May, 1821, between Perkins and Bacon, as agents for John Vaughan of Philadelphia, on the one part, and Thomas Sheppard and John Dukehart, in behalf of the Mechanical Fire Company of Baltimore, on the other part. Perkins and Bacon, of the first part, agree to build for the Mechanical Fire Company, a first-rate Fire Engine, to be completed for service by the 1st day of October next. The engine to be similar, and in all respects equal to the one

recently built by them for the Penna. Fire Company of this city, except that she is to have a mahogany body, two extra bars to the centre levers, to have the Pipe through the air vessel, and the gooseneck, larger than the above named engine, and to play but one stream. The engine to be painted like the Pennsylvania, and Lamps to be furnished similar to hers (the cost only to be charged). They warrant that the Engine and every part of the work and materials shall be of the very best quality and properly proportioned to the power. On the completion of the work the engine may be examined by three disinterested persons, and in case they shall decide that she is not equal in every respect to this engagement, or if a fair trial she does not project the water, one hundred and ninety feet through a nozzle, as much as seven-eighths of an inch in diameter, then the company may reject her.

The price of the engine to be Ten hundred and fifty dollars.

Mess. Thomas Sheppard and John Dukehart, in behalf of the Mechanical Company, on the second part, agree, that if Perkins and Bacon deliver or cause to be delivered to them an engine in conformity with this agreement, then the said Thomas Sheppard and John Dukehart do bind themselves to pay to the said Perkins and Bacon, or John Vaughen, for whom they act as agents, the sum of Six hundred and fifty dollars cash on receiving the engine.

The delivery to be in Philadelphia.

In five months thereafter the further sum of Four hundred dollars, making together the sum of One Thousand and Fifty dollars, in full payment for the same.

In witness whereof the parties have hereunto affixed their respective signatures, day and year first above written.

PERKINS AND BACON,
in behalf of John Vaughen.

JOHN DUKEHART, SR.,

THOMAS SHEPPARD,
for the Mechanical.

This is the same engine that became so famous in after years, and so well and favorably known to every fireman in Baltimore as the "Old Lady." With a few slight repairs and an occasional coat of paint, she withstood all the hard service required for thirty years, without a single failure. It might be said with truth, that no piece of machinery ever looked so fair and so bright.

Shortly after the new engine arrived from Philadelphia, and was housed in the old building on Lemmon, near North street, the new building on the east side of North, and next to the Watch House was finished, and when made all ready the Mechanical apparatus was taken there with great pomp and parade—first by passing over the principal streets, followed by an exhibition of the engine by a trial of her excellence in throwing water over the steeple of Christ Church, then on the corner of Baltimore and Front streets. At noon, an entertainment was given by the Company at Beltzhoover's Fountain Hotel, at which over one hundred of our well-known citizens together with the Mayor and Councilmen, were present.

About 1850, the "Old Lady" became in need of repairs. Accordingly she was placed in the hands of John Rodgers, Engine Builder, of Baltimore, and having gone through his hands all right, came back—"a thing of beauty, and a joy forever"—with the Mechanical members.

In 1830 was held the first regular Christmas festival of the Mechanical Company, at Hussey's Globe Hotel.

The presidents of all the various fire companies were invited.

The Mayor, Jacob Small, in his remarks, said: "We are led to these thoughts by the performance of an agreeable duty in noting the recurrence of the anniversary of one of the first of the philanthropic institutions of the city.

"For over half a century has this Company quietly, unostentatiously, and freely dispensed its aid when conflagration threatened our city, and now, full of youth, while guided by wisdom and experience, its course is still onward.

May the day never come in Baltimore, when its value shall not be duly appreciated! We speak thus freely, because we believe that the time has arrived when the name of 'firemen' be rescued from that obloquy which the evil-minded and designing would heap upon it, believing, as we do, that it is only necessary our citizens should know, that they may properly appreciate the *genuine fireman*."

In 1831, the building used as the City Hall (Peale's old Museum) was twice saved by the Mechanical Company from total destruction.

In 1831 an attempt was made to curb some of the wild recklessness which then prevailed among the companies.

This effort culminated in "The Baltimore Association of Firemen," of which George Bailey was president, and Chas. M. Keyser first vice-president.

This lasted until 1833, when the Baltimore United Fire Department was established.

It is unnecessary here to go into any detailed statement of the record of this organization, nor do we think that any citizen would feel any special pride in reading it. It is well described in Mr. Forrest's book, and the least said about it, the better.

At the close of the year 1831, the Honorary Members, Robt. Oliver, chairman, extended to the Active Members an invitation to a banquet on Thursday, December 24.

General McDonald presided.

The Company, in addition to the members, numbered two hundred.

The event of the evening, was the presentation of a complimentary letter from the ladies of Baltimore. Besides this, a beautiful present was given.

The letter was as follows:

To the Members of the Mechanical Fire Company:

Gentlemen:

Having observed with great pleasure the conduct of the members of your Company, always foremost in the philanthropic endeavor to protect the lives and prop-

erty of our citizens, and, having noticed with the same pleasure, your march in the fields of literature and science, we have been induced by a high veneration for your conduct, to present you this token of our friendship, and beg you to accept it as a mark of that high esteem in which we hold you all.

“It is peculiarly gratifying to observe the high rule of conduct, which has heretofore governed your Company, and with a view to encouragement to persevere in the same exalted course we address you this.

“We beg you to be assured, that so long as you set to other companies the same noble example of rectitude and improvement, so long, will you win the esteem and applause of all good citizens.”

The Names of the Various Fire Companies and Dates of
Their Organization in Baltimore Town and City
from 1763 to the Formation of the Balti-
more United Fire Department,
January 20th, 1834.

Mechanical Fire Company, organized in 1763.

Mercantile Fire Company, organized in —

Union Fire Company, organized in 1782.

Friendship Fire Company, organized in 1785.

Deptford Fire Company, organized in 1792.

Commercial Fire Company, organized in 1792.

Liberty Fire Company, organized in 1794.

Reliance Property and Bucket Company, organized in 1799.

Federal Fire Company, organized in 1799; changed to the
Independent Fire Company, in 1811.

Republican Fire Company, independent.

Vigilant Fire Company, organized in 1804.

New Market Fire Company, organized in 1805.

Columbian Fire Company, organized in 1805.

Franklin Fire Company, organized in 1805; this is the company that had an engine house on the west side of Light street, No. 50, between Ruxton Lane (now Balderston street) and Pratt street.

First Baltimore Hose Company, organized in 1810.

United Hose and Suction Engine Company, organized in 1810.

Fells Point Hose and Suction Engine Company, organized in 1810; changed to the Franklin Hose Company, about the year 1823.

Property Guard Company, organized in 1812, on the 30 November, under the name of the Property Company; at their next meeting, held on the 4th December, 1812, they changed its name to the Property Guards.

Washington Hose Company, organized in 1815.

Patapsco Fire Company, organized in 1822.

Howard Fire Company, organized in 1829.

Even after the establishment of the United Fire Department, all was not serene. In 1834 the Mechanical sent to the Department a set of resolutions adopted December 11, 1834: "Whereas, since the formation of this Company in 1763, it has been found necessary to form other companies for the same object, the preservation of property from destruction by fire; and

"Whereas, we have always felt disposed to unite with them, with the utmost harmony in that laudable design, and believing that this can only be done by assisting each other, and a mutual forbearance at the time of fires, by which means the name of firemen would be an honor to any citizen of Baltimore, Therefore,

"*Resolved*, That we, the members of the Mechanical Fire Company, pledge ourselves to refrain from giving any offense to the members of any fire company in the city; and further, we pledge ourselves in the event of any member of this Company so far forgetting himself, and the honor of

the Company of which he is a member, as to behave disorderly at a fire, to expel him from the Company, and to have his expulsion published.

“Resolved, That we will not suffer our apparatus to be removed from the engine-house (except for exercise) unless we have positive assurance that there is a fire, believing that course will prove to be the most effectual means for preventing the frequent false alarms of fire, which are, in our opinion, the great cause of ill-will and hard-feeling between the different companies, and tend most seriously to injure our character as peaceable and orderly citizens desirous of observing the ordinances as firemen.

“Resolved, That we will use our exertions to discourage and prevent the assembling of minors at and in the neighborhood of our engine-house, and that we do this with the full conviction of its consequences to themselves, as well as its being a great source of annoyance to all residing in the neighborhood of the engine-house.

“Resolved, That we fully agree to the resolution adopted by the United Fire Department, in relation to discouraging the use of ardent spirits, during and at fires, and that we will endeavor to carry the resolution of the Department on that subject of the 27th of October last, into effect in this Company.

“Resolved, That a copy of the preceding resolutions be furnished to the President of each of the fire companies in this city, and that they be requested to lay the same before their respective companies, and their aid and co-operation be requested to carry the same into full effect, and that a copy be also furnished to the President of the Baltimore United Fire Department, and that he be requested to lay the same before that body.

“Resolved, That the foregoing preamble and resolutions be published in the papers of our city.”

This attempt, well-meaning as it was, failed utterly to accomplish its purpose.

The Mechanical held to its side of the agreement, and for this, deserves all the praise that can be given it.

On Monday night, May 15, 1837, a very large and destructive fire broke out on Calvert street. Being near the engine-house, the Company was soon on the ground, with all six pieces of apparatus, and with a full turnout. On Tuesday, May the 17th, the Baltimore "Sun" made its first appearance in our city as the first daily "one cent" newspaper. The very first local account of a fire as reported, is as follows :

"Fire! On Monday night, a little past 10 o'clock, the coach manufactory of Mr. William Simpson, on North Calvert street, took fire, and in consequence of the combustible nature of the contents of the establishment, was speedily destroyed, with the exception of the walls. The firemen evinced their usual skill and alertness, and are entitled to great credit for saving the adjacent buildings. The building contained numerous carriages, many of them just built, most of which were destroyed. The loss of property must have been considerable; whether it was insured or not, we are unable to state. We hope it was, for at a time like this, individual losses are felt with tenfold severity."

In all its long career, the Mechanical Company was conspicuous for one especial phase. This was its charitable disposition. Outside of serving without pay, its members never failed to contribute its share to all contributions to any worthy cause. This has already been commented on in previous chapters.

So that, we find them in 1834 in hearty sympathy with the Relief Fund of the Fire Department, Thomas M. Locke representing them on the committee.

They never failed to assist an old comrade, and nearly always without publicity.

In 1873 the Mechanical Company deposited \$100 with the managers of the Baltimore Cemetery, to pay for keeping the Company's burial lot in order.

H. C. Duhurst, J. D. Stewart, Henry Spilman, T. A. Needles, and John Dukehart were appointed trustees to control the lot.

Later a handsome monument was erected.

The Company on January 29, 1874, donated the sum of \$1,230 to the Boys' Home.

The custom of appearing at funerals has already been touched upon, but besides that, for many years it had been the custom of the Mechanical to pay their respects to their departed members. This was strictly adhered to under every and all circumstances, without regard to time or social rank, if not in a body at least in Committee. This rule every member obeyed without personal consideration. One of our best-known citizens, John P. Kennedy, once remarked, "That the Mechanical was a band of Christian gentlemen, 'Friends' in all that word implied."

A most striking instance of this devotion was related to the writer of this book, by a gentleman by whom it was afterward written out, and is here inserted:

"Among the many for whom the Company was called upon to perform this sad duty—and there were many—I know of no instance which called for a more eventful and even desperate effort to perform this solemn office for the departed, than one which occurred in January, 1838. A young man, had for a year or so, been a very active member of the Company, a painter by trade, and a German by birth, but a citizen of Baltimore for several years, single and without a home of his own, but boarding at Holbrook's Hotel, Calvert street. Wherever known he was generally liked, and was quite an inoffensive young fellow. Certain it is, that he was much of a favorite with his fellow-members of the Mechanical. Within a very brief period he sickened and died. Few of the members knew of his illness, and almost before it was known to any, his death was announced to the President.

"Immediately, a committee took charge of his remains, and made all preparations for the funeral, which was to take place the next afternoon.

"On the night of the day he died, a severe snowstorm set in, with a bitter cold, blasting northeast wind, continuing all next day—and by noon was nearly two feet on a level. The streets were impassible from the drifting snow, and no one was to be seen on them. When the hour arrived to take the corpse to the grave, neither the undertaker (or cabinet maker) as then called, nor the clergyman, nor the few hacks engaged from the livery stable, put in appearance. The outlook was truly dismal; what to do seemed an unanswerable problem; but, nothing daunted, the members of the Company, to the number of twenty "true blues," determined the funeral should go on.

"A hearse was obtained from George Riley's stable, on Lombard street; a member read from the Company's library Bible a very appropriate text, and offered up a feeling, fervent petition to God for his own departed comrade's peace and rest.

"Then the corpse was carried down the flight of stairs to the door and placed in the hearse. It was then three o'clock. With only the driver on the box, all walked, or rather struggled along to the graveyard, which was distant two miles.

"The fierce and driving storm was frightful to encounter, but the funeral cortege moved on, and out Gay street extended. On reaching the Old York Road, now Broadway, a mile or more, the snow had drifted to a height that the road became simply impassable. A stop was made and a survey taken of the situation. It was determined to go on, and, proceeding along the lonely and circuitous route, when within sight of the graveyard, which was then on the high hill opposite the Maryland Insane Hospital—now Johns Hopkins—the hearse careened from the wintry blast, and fell over and down a deep ravine on the side of the lane, break-

ing the hearse almost in pieces, splitting open the coffin, so that the corpse rolled out in the snow. The driver rolled over and over until covered out of sight by the drift, the horses standing stunned and motionless.

“The members following the hearse had been scattered all along the roadway, and but few saw the mishap. Here was a dilemma, truly. Cold and benumbed, and almost stiff with ice and snow, none seemed able to act for the moment. The scene was one calculated to stun the most fearless. However, something had to be done, and that at once. The driver had crawled out from his icy grave, the horses had without help managed to reach the roadway, and all sent home.

“It was at first thought to leave the corpse where it lay until next day, but this was voted down. It was now after dark—cold, bleak and dreary enough. An improvised bier was made by taking four fence rails from an adjoining road fence, crossing them, then, placing the corpse on this, with only the bottom piece of the coffin to shield it, the funeral train moved on.

“Here was another difficulty, one, however, to be expected. There was no sexton, or grave ready, as promised. The storm was by this time unendurable. No one could withstand it another hour. Looking around the graveyard, no trace of any shelter could be found; a lone vault was all that could be seen, while a search for the toolhouse resulted in vain. Then it became necessary to do the only thing possible—cover the corpse over with snow, and, when the storm abated, to come out and bury it ourselves, or to inform the sexton of the condition of the body. It was now after six o’clock, and fearfully dark, no lights to be seen anywhere, and over a mile to walk to reach succor.

“The return home, if anything, was worse than the trip out. Unable to see further than the length of an arm, our condition was dismal. Without a murmur, the members huddled together, and arm in arm, in this manner trudged

along homeward until nine o'clock, when they reached a place of shelter, in a condition nigh unto death.

"Three days elapsed before the extreme cold winds would permit another effort to bury our comrade. Then it required the utmost exertions of the sexton and his aids. The frozen ground first had to be thawed, requiring a cord of oak wood, and five hours of hard labor by the gravediggers. Into this rude hole—for it was nothing else—the mortal remains of our young comrade were deposited, with none but his new-made friends of the Mechanical to mourn his early departure from this vale of tears."

The opening of Lemmon (or Orange Al.) street, from Holliday to North, necessitated the destruction of the Mechanical Engine House. The City Council of 1837 passed the following:

"Resolved, That the Register be, and he is hereby authorized and directed to pay to the President of the Mechanical Fire Company, out of any unappropriated money in the treasury, the sum of four thousand dollars, or so much thereof as may be necessary, to enable said Company to purchase a lot of ground, and erect thereon a building suitable for the keeping of their apparatus. Provided, however, the same shall not be paid until a good and sufficient title is made, conveying the property so purchased, and building erected, to the Mayor and City Council of Baltimore.

Approved April 10, 1837.

SAMUEL SMITH, Mayor.

It was not until February 22, 1838, that any movement was made looking to the removal; then it was decided to purchase a house and lot on South Calvert street, this being the most desirable location, instead of building a new house. For this reason the City Council passed the following:

"Resolved, That the Mechanical Fire Company be, and they are hereby authorized to purchase a house and lot to keep their apparatus in, now under a ground rent of twenty-

eight dollars per annum. Provided the lease be made to the Mayor and City Council of Baltimore.

“Resolved, That the sum of Fifteen hundred dollars is hereby ordered to be paid to the same by the Register when demanded.

Approved February 22, 1838.

This additional money was to purchase the ground rent, as the Company had collected among themselves nearly four thousand dollars, in order to refit and enlarge the new house; also to repair the apparatus.

“The Mechanical Fire Company made quite a display yesterday with all their ‘implements of war.’ They have been purchasing a new house on Calvert street, opposite Mercer, and on the occasion of their taking up their line of march from North street, they proceeded to Marsh Market Space, where they tried their engine, ‘Old Lady,’ and thence to their new quarters in Calvert street. Here each of their engines and hose carriages was greeted by the populace, as well as the old members, as it entered its new quarters, by three rousing cheers. They have now a very fine building, for which they paid six thousand dollars, but many think they might have found a better location for a considerable less money.”

“Sun,” April 7th, 1838.

It had been customary when any new piece of apparatus was housed, for the members to have a “christening” party and name the new comer.

In reading over the Company’s old record books it is amusing, and yet touching, to see the manner in which men regarded the machines.

Were it not for the names, one might suppose they were referring to persons, not things.

For instance, in speaking of a fire in Uhler’s Alley, the scribe says: “At the fire, the Rocket layed off from the plug at Light and Lombard, the Fairy was at work at the

pump on Charles street. The Old Lady was in Uhler's Alley, doing her best."

Description of attempts to outrun other companies, trials of strength, personal remarks, are given, as well as caustic criticism not always of members of other companies, but frequently of their own. Apropos of this, a series of articles in the Philadelphia "*Saturday Evening Post*," beginning August 31, 1901, by Herbert Hamblen, entitled "The Fire Fighters," will be read with interest by all old firemen.

In 1838, Front Street Theatre was burned, causing the entire loss of Cooke's Circus. A painting depicting this scene, with the Mechanical in the foreground, hangs in the rooms of the Veteran Volunteer Firemen's Association on Harrison street.

In 1839, the Mechanical Company to the number of 108, took a trip to Washington to join the District firemen in their first parade. They were accompanied by the Independent Blues Band.

On August 16, 1840, beginning at daylight and ending at about 9 P. M. six different fires occurred. The Mechanical had its apparatus at each fire.

On Monday, April 26, 1841, the members of the Mechanical, over two hundred in number, paraded in the funeral procession of President Harrison.

In this year a Temperance Society was formed by some members of the Mechanical Company, mainly through the efforts of C. W. Ridgely, President of the "Young Men's Total Abstinence Society of Baltimore."

Edward Needles, Folger Pope and James Lovegrove took an active interest in the movement, and through their efforts, a large number of the members joined, electing J. S. Clements, president, and Joseph Despeaux, secretary.

On July 4, a delegation of the Mechanical, numbering fifty-four, visited Philadelphia, accompanied by the Independent Blues Band.

In November the Fire Department had its annual parade. The Mechanical turned out two hundred and twelve men, fully equipped.

These, with their six pieces of apparatus, preceded by the band, took the head of the line. After the parade, the entire Company, with the Franklin Fire Company of Washington, had a splendid entertainment. The Mayor of Washington said in his remarks: "If the Mechanical had been in London in 1666, the city would never have been burnt out."

In December, 1842, John Dukehart, Sr., who for forty-four years had been the chief engineer of the Mechanical Company, paid the debt of nature. He became a member at the age of twenty-one, and soon after (1798) was elected chief engineer. He was regarded as a genuine philanthropist, and man of honor by all classes of citizens. The members in citizens' dress, attended his funeral in a body.

During this year, the Goodwill Engine Company and the Fairmount Engine Company of Philadelphia, as well as the Fame Hose Company of Wilmington, were entertained at the Fountain Hotel.

The number of fires during this year was two hundred and ninety-seven.

The cause of the most of these may be inferred from the following article copied from the American:

"Our city at the present time, appears to be infested with a gang of daring incendiaries, who apply the torch to every stable, shop, or unoccupied building to which they can obtain admission; and that, with no other object than to draw out rival fire companies for the purpose of getting up a fight. This fiendish spirit is alarmingly on the increase, and calls for some vigorous measure on the part of the city authorities, and the peaceable members of the Fire Department.

"No man's property is safe while this spirit exists, and it remains for those who have the power, to apply the remedy to the great source of the evil. Why any of our Fire Companies disagree, we are at a loss to imagine; but that

some of them do disagree, and that disagreement causes collisions, none will deny. And it is in consequence of these collisions, that hangers-on of the fire companies—not members—no doubt set fire to any convenient place, to draw the belligerent parties together. Hence we attribute these frequent incendiary fires to a source which every man in the city believes to be the right one. Then we say, put an end to these fights—and our authorities have the power if they will use it—and we will guarantee that these fires will cease. Our Police do—and may continue to do—their duty, but they alone cannot suppress it, so long as they are unsupported by the judicial power.”

The roll for 1843, contained two hundred and twenty, and three hundred and forty honorary members contributing three dollars each.

In 1844, the Mechanical Company elected a new officer, Dr. Hezekiah Starr, as physician.

The Union Fire Company of Lancaster visited Baltimore, and were handsomely entertained by the Mechanical Company.

In 1845, it was determined to repair the “Old Lady.” When the workmen came to break up the box, they found the wood in very good order. The building committee thereupon determined to have two gold-headed canes made out of the wood and presented to two of the oldest members. It was accordingly done, and Mr. John Dukehart, Jr., on the part of the Company, presented one to Thomas M. Locke, and the other to James Lovegrove.

The “Old Lady” was finally sold in 1860, to the United Fire Company of Frederick.

In September, the Columbia Hose Company of Philadelphia paid a visit.

The Mechanical Company took a prominent part in the funeral obsequies of the late President Andrew Jackson.

"Yesterday afternoon, the warehouse of J. J. Williams, extensive cabinet manufacturers, on South street, was discovered to be on fire. The flames soon spread to the large grocers' warehouse of Mr. William Chesnut, at the corner of South and Pratt. A heavy wind was blowing from the northwest, which, although fatal to the property of Mr. Chesnut, prevented the rest of the block from destruction.

The store of Mr. Middleton, was soon in flames, likewise Mr. Keenan's large bakery. The property of Mr. Dowell and Mr. Hamilton, grocers; Mr. Armstrong, tobacco; Mr. McKinley's store, Mr. Lockwood's grocery, Applegarth and Conway, were all considerably burned.



The Bay craft lying near at Pratt street "took to water." Several houses in the vicinity, even as far as Light street, were set on fire, but no great damage was done. One of the warehouses had in it a large amount of powder—to be shipped for Mexico—a knowledge of which, created considerable panic; but it was taken out at great risk, and then thrown into the Basin, after knocking the heads off. After the fire much of the powder was fished out, in good condition.

A large number of the firemen received severe injuries, from which two of them died.

There was much sympathy for the Mechanical boys. The fact is "she was in a straight." Their engine, "Old Lady," was in the hands of John Rodgers' workmen, in the course of rebuilding, and "more than that," the Company's best suction engine broke down; so that, they were "caught napping" with a fire right in their own "happy hunting ground." However, their nearest neighbors, the Patapsco, turned over to them a good working piece in the shape of a brand-new suction, and as may be supposed, the "Mac" made "good time."


We like a little pleasantry once in a while.

Baltimore "Patriot," May 29, 1847.

SPECTEMUR AGENDO






MECHANICAL




Directions for the Bellringer in case of
Fire.

Strike slowly and make a distinct pause
before you repeat.

<p>NORTH . . . 1</p> <p>EAST . . . 3</p> <hr style="width: 20%; margin: 5px auto;"/> <p>North East . . . 1-3</p> <p>South East . . . 2-3</p>	<p>SOUTH . . . 2</p> <p>WEST . . . 4</p> <hr style="width: 20%; margin: 5px auto;"/> <p>North West . . . 1-4</p> <p>South West . . . 2-4</p>
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Directions for the Bellringer in the Mechanical Engine House. Probably the earliest attempt at signaling in case of fire. Original is in the Hall of the Veteran Volunteer Firemen's Association.

On Monday, September 13, 1847, the new engine (being the old one rebuilt) was all ready for bringing home. Great preparations were made to receive her. A final trial was made of her qualities, and being satisfactory, she was delivered to the Company.

"The members of the Mechanical received the "Old Lady," as the original engine of the Company is called by them, from the hands of John Rodgers and Son, now decidedly one of the most highly finished and tastefully decorated engines of our city. The reputation of the Messrs. Rodgers is second to none in the United States in this branch of mechanics, and they have spared no pains to make the "Old Lady" most unexceptionable. The carved work of the body and gallery is of the richest description. The painting was done by Mr. William Bowers, and is most creditable to his taste and skill in this line of business, and evidently places him at the head of his profession. The panels are of a light blue, a dark stripe an inch wide, with a fine edge of gold surrounding each panel. The mouldings and the water pipes are gilt, the latter shaded with bronze, and ornamented with a halo of silver rays, a solid silver star in the centre. The gallery is richly gilt, and bronzed, and the panels ornamented with beautiful paintings by R. M. Sheppard, representing on the front the "Old Lady Mechanical" by a female engaged in mechanical operations. On the back panel is a scene from the Pioneer. On either side are representations of the goddess "Minerva" and the "Alarmed Mother." The paintings are simply beautiful specimens of art. The front of the engine body is splendidly ornamented with a view of Baltimore, chased in solid silver by Mr. George Warner.

This splendid engine was, after being received from the builder on yesterday afternoon, drawn by the Company in full numbers, through the streets and finally deposited in the engine-house.

We have frequently heard of the legendary mill where old maids and bachelors are ground over and turned out



**Parade Banner of the Mechanical Fire Company.
In the Hall of the Veteran Firemen.**

fresh and fair as ever, but have never before witnessed a satisfactory renovation of an "Old Lady" to more than the pristine loveliness of youth. If Messrs. Rodgers, Bowers, Sheppard and Co. could prove themselves as successful in the former species of transformation, they would render themselves immortal.

"Baltimore Sun."

"The Library Room of the Mechanical Fire Company is now undergoing the most extensive repairs, and alterations. The room on the first floor in which the different pieces of apparatus are kept, has been greatly enlarged by extending it into the yard. The Library Room and the meeting rooms have been newly carpeted and painted, making them the handsomest in the city. The Library contains over four thousand volumes. On the registry book, there is an astonishing number of names of visitors, being from every section of the country."

Baltimore "Clipper."

In April, 1847, the city was illuminated in honor of the victory of Vera Cruz. The engine-house of the Mechanical was most handsomely decorated.

Later in the year a splendid entertainment was given in the Library to those members who had served as soldiers or sailors in the War with Mexico. According to the records in the Library, the number of fires and alarms for 1847, was:

Whole number, 385.

Actual fires, 231.

False alarms, 76.

Fires outside of limits, 27.

The Mechanical was in service 117 times, and on hand 213. Turned out 301 times.

On Thursday, January 25th, 1849, the ship Jane Parker sailed for San Francisco, California, with a large number of Baltimoreans aboard. Among them were the following



Banner of the Library Association. In the
Hall of the Veteran Firemen.

members of the Mechanical Fire Company: Yarnell Bal-derson, John S. Hogg, Seth S. Rogers, Jacob Rogers and C. C. Jammison. The first fire engine ever used in California was the "Comet" suction of the Mechanical. This was taken from the engine-house on March 10, 1849, and shipped on the clipper ship John Marshall, which sailed a few days later for the Golden Gate. The apparatus had been purchased by P. S. Chappell, for five hundred dollars, to send to California.

The Baltimoreans residing in San Francisco bought her for the purpose of organizing a company on the plan of the Mechanical.

A banner of this Company, The Monumental of San Francisco, hangs on the walls of the Veteran Firemen's Rooms.

In 1850, the Hook and Ladder Company No. 3, of New York, visited Baltimore, and were well entertained.

Later in this year the Mechanical were handsomely entertained by the Columbia Hose of Philadelphia.

From the Library Record Book, July 10, 1850:

"Last night, about ten o'clock, the sad and heartfelt news arrived that General Taylor, President of the United States, was dead. The bell of our Company tolled during the night, and the engine-house was put in mourning at sunrise. During the day all the church and engine bells tolled."

The reception given to the Americus Engine Company of New York on the 29th of March, 1851, was one of the finest displays of the kind ever made by our firemen. The entire fire department turned out, several of the companies appearing in new equipment, with new apparatus handsomely decorated, and drawn by horses.

The members of the Americus appeared to great advantage, and made up of fine-looking men. The uniform, neat and serviceable, was drab pants, and coats, red shirts, and hats of the shape worn by the New York Fire Department. Their number, including the band, was eighty-four. They

were welcomed by a ringing speech from Anthony Miltenburgher, of the City Council, and the reply was by William M. Tweed, of the Americus.

The visitors, during their stay, were entertained, by the fire companies generally, in the order named: Mechanical, Friendship, Watchman and Patapsco, and by several citizen associations.

GRAND FIREMEN'S PARADE.

"This imposing pageant came off today, according to previous announcement, and exceeded, as was confidently anticipated, in numbers, beautiful equipment, and splendid accessories any similar display heretofore made in our city. Ten o'clock was the hour announced for the organization of the procession, but arrangements were not completed for placing the line in movement until twelve o'clock; and in consequence of the early hour at which we are compelled to go to press, this delay precludes us today from giving anything beyond a brief notice.

"The 'tout ensemble' of the procession excited universal attention and delight. The uniforms and equipments were of the most tasteful, variegated colors; the various engines drawn by six and twelve horses moved along, glittering monuments of our gallant firemen's usefulness, efficiency and daring.

"The solid suctions, and delicate hose carriages, enwreathed in flowers and ornaments, were propelled along by their respective companies with erect forms, noble bearing, and an air which seemed to say, 'Did you ever see a prettier piece of apparatus?' The various banners and flags borne in line, fluttering out in rainbow tints, or displayed

paintings in the highest style of art, and the martial, stirring music from the various bands of our own and other cities, all formed distinct elements of beauty and attraction, which blended together in a scene of unsurpassing splendor.

The procession attracted general attention, and the streets through which it passed were lined with thousands of delighted spectators."

"Argus," November 18, 1851.

The officials were:

Col. George P. Kane, chief marshal.

William E. George, assistant chief marshal.

David C. Murry, aid.

S. S. Mills, aid.

William H. Stran, aid.

C. C. Egerton, aid.

William M. Starr, aid.

Henry P. Brooks, aid.

Samuel Seabright, aid.

Basil Root, aid.

Alexander Williamson, aid.

R. Magruder, aid.

Judge John C. Le Grand, orator.

The visiting companies were the:

Friendship of Alexandria, Va.

Columbian of Philadelphia.

Good Will of Philadelphia.

United States of Philadelphia.

Vigilant of Philadelphia.

Pioneer of Cumberland, Md.

Mountaineer of Cumberland, Md.

Junior of Frederick, Md.

Fairmount of Philadelphia.

Shiffler of Philadelphia.

Wicacoe of Philadelphia.

Franklin of Washington.

Washington of Philadelphia.

There were several delegations of firemen from various places, both State and foreign.

The Mechanical turned out with ninety-three fully equipped members. The beautiful engine "Old Lady" was drawn by twelve splendid-looking white horses, each very handsomely adorned. The members wore span-new equipments, "Silver and Blue." The magnificent banner carried, was the "Pat Lyon," so much revered by the Company. The members of the Mechanical at night entertained the Columbian Engine of Philadelphia, at Carroll Hall, in magnificent style. Mayor John T. H. Jerome, presided with Judge Le Grand, and James Lovegrove, on his right and left..

In May, 1852, the Mechanical paid a visit to the Columbia Hose of Philadelphia. They remained five days, and were royally entertained.

In 1853, the members met in special session to take appropriate action on the death of Mr. Thomas M. Locke, as they had done at the death of Mr. Ph. M. Lowry, the year before.

Resolutions of respect were adopted and ordered to be spread on the minutes.

The loss of these two members, so long active in the affairs of the Company, was much felt by the men.

William McKim, Esq., for years an honorary member, was at his own request made an active, and the next year, 1854, he was elected president.

In April, 1854, the Company was presented with a beautiful flag.

This was done by some ladies in the neighborhood as a token of esteem, and respect for the courage of the Company in having rescued several children at a recent fire.

At the annual meeting of the Company, January 4, 1855, the following letter was received:

To the Members of the Mechanical Fire Company:

Gentlemen :

I beg leave on this occasion of your annual meeting, to tender my resignation of the Presidency of the Company which I have held, with so little advantage to them, during the past year. Were it in my power to serve you actively, it would give me pleasure to be associated with a Company enjoying the noble reputation attained by the Mechanical, but not being able to do so, I must be permitted to retire from a connection which deprives the Company of a more efficient officer.

It is my earnest hope that the Company will maintain unsullied the honorable character that places her at the head of the Fire Department of Baltimore, and first in the esteem of our citizens. Tendering to the members my sincere good wishes for their continued prosperity, I remain,

Very respectfully,

WILLIAM McKIM.

The resignation of Mr. McKim was received with much regret by all. The letter, with the reply of the officers, and signed by the President, was put on record. Mr. James Lovegrove was delegated to carry the letter and resolutions in person to Mr. McKim.

On August 3rd, 1855, a fire broke out on the corner of Baltimore and St. Paul streets.

In speaking of this fire, an old member, Mr. W. H. Jenkins, narrated the following incident. Said he :

"It surely must be taken for granted that, considering the many disastrous fires that have occurred from time to time in our city during the long and eventful period that the volunteer system was in vogue, and when none of the modern appliances were used, more especially those of 'Ladder Companies,' the firemen of the old hand machine, were oftentimes confronted with greater dangers and risk of life, than are now the case of our new, efficient and better-organized system.

“That there were many instances of a thrilling character in which our firemen of bygone days were constantly exposed cannot be gainsaid. Among the many which came under my own observation was one that happened on August 3rd, 1855, at the fire which occurred on the corner of Baltimore and St. Paul streets.

“Popplein’s drug establishment, and Jenkins and Sons’ saddlery and outfitting warehouse, adjoining (which was, however, saved) were on fire..

“The Mechanical Engine had fairly got to work, and, with an abundant supply of water, put the ‘Fairy’ suction also to work in forcing water up and inside of the burning building. It became, however, necessary to go on the roof of the Popplein building, to save the other (Jenkins’). Three of our members—J. Wesley Shaw, John A. Needles and August Wagner—started up with the hose, Shaw holding the pipe. Presently, Shaw reached the roof, and no sooner had he done so, than the flames cut him off from his companions, driving him upon the pinnacle of the roof for protection from fire—although then his clothes were ablaze. There was no escape, as the roof had sunk several feet in the centre, in which the water that had been thrown from the engine had settled, and was actually boiling from the heat beneath. The roof was sheathed with copper, hence, the water found no outlet, and formed a pool over a foot in depth. Shaw was pinned right to the spot where he stood; but cool, courageous, and accustomed to such dangerous positions, he looked down, over the precipice, and called to his comrades on the engine: ‘I’m on fire!’ No sooner said, than Duhurst, the engineer, shouted: ‘Look out, hold fast to the wall, or you will be thrown off!’ and then up went a stream from the ‘Old Lady,’ and wild shouts from the people. Soon Shaw was drenched, nay almost drowned. He managed, however, to say: ‘The water up here is boiling, and I cannot get to the trapdoor of the next building.’ Duhurst took in the situation at once, and, turning around to the members on the engine, said: ‘Down with her, boys,’

turning the stream on the burning housetop, so that it would fall directly on the spot where the pool of boiling water had accumulated, and soon had its temperature sufficiently reduced for Shaw to wade across to the trapdoor on the Jenkins' building; and down through there in safety to the street, his clothes nearly burned from his person, with his skin almost peeling off his face and hands. Scarcely had he gained the street, when with a crash down went the roof, with all that part of the building where Shaw had taken shelter. It is needless to say a shout went up from the throats of thousands who witnessed the incident. Some strips of that copper roof are now held as a relic of J. Wesley Shaw's intrepid bravery, as well as the dangerous situation of the other two members, who so narrowly escaped death, together with all of the Mechanical boys for their efficient efforts on this occasion.

"J. W. Shaw, in after life, was the assistant engineer of the new steam Fire Department, and is now the Captain of the Salvage Corps, which position he so deservedly holds.

Events were now shaping themselves for another great change in the Fire Department. These were the introduction of the steam engine and a paid force.

Mayor Swann in his message in 1857, referred in very strong terms to the needs and deficiencies of the Fire Department.

On Sunday, March 8, 1857, the Mechanical Company, with the Marine Band, turned out to attend the funeral of Elisha Kent Kane, the celebrated Arctic explorer.

The Mechanical Company was one of the earliest to take up the subject of using steam. At a meeting, February 18, 1858, a committee consisting of Henry Spilman, J. S. Jenkins, John Dukehart, C. West, J. A. Needles and Samuel McPherson, were appointed to solicit money and to purchase a steam engine, which was to be drawn by hand. The funds were easily raised. In July, a steam engine, the "Island

Queen," was exhibited for sale. After a trial she was declined.

Library Record.

"On Monday morning at three o'clock, August 9th, 1858, departed this life James Lovegrove, who for the last forty-seven years had been an active member of the Mechanical, and had by his long-continued service and his many estimable virtues endeared himself, not only to the members of the Company, but all other citizens and firemen.

"His funeral took place from his late residence on High street on Tuesday afternoon, and was attended by ninety-six members of the Mechanical, together with a delegation from all the other Fire Companies in the city.

"The remains were placed on a bier and carried to its final resting place, by pallbearers selected from the different companies in the line.

"Several engine-houses—our own included—were appropriately shrouded in mourning, while all fire bells in the city tolled forth a solemn requiem as the corpse was borne to its long home."

The same month the Company contracted with Poole & Hunt for a steam engine, to cost \$3,750. Messrs. Lovegrove, Spilman and J. S. Jenkins were the superintending committee.

This engine was received, February 12, 1859. It was called the "Maryland," and could be drawn by fifteen men.

Three days later, it, with all other apparatus, passed under the control of the Baltimore City Fire Department.

The first Fire Inspector, Mr. F. H. B. Boyd, a member of the Mechanical, said in his last report, referring to the volunteer system: "It has performed services never to be forgotten by this community, and deserves and will receive the lasting gratitude of all citizens."

On January 17th, 1859, the following resolution was submitted. We quote:

The Journal (First Branch)—

"Submitted by Mr. William H. Jenkins."

“Whereas the ordinances of the Mayor and City Council of Baltimore, approved December 10, 1858, for the re-organization of the Fire Department, are in process of being rendered practically operative by the inauguration of the new system as prescribed in said ordinances; and

“Whereas, in view of the eminent services rendered by the existing Fire Department; be it

Resolved, by the Mayor and City Council of Baltimore, That the thanks of these authorities be, and they are hereby tendered to the volunteer firemen of Baltimore, for the invaluable services they have performed in their organized capacity; for their adventurous hazard of health and life, and their great sacrifice of time and pecuniary means, without the expectation or hope of fee or reward, in the protection and preservation of the property of their fellow-citizens.

Resolved, That whatever success may attend the system about to be inaugurated for the extinguishing of fires, the citizens and the authorities of Baltimore will remember with gratitude, those great and disinterested services, and will appreciate the public-spirited men that have, through a succession of years, meritoriously secured for the Volunteer Fire Department of Baltimore, the reputation awarded to it throughout the United States for its unsurpassed efficiency.

Resolved, That the foregoing preamble and resolutions signed by the Mayor, and the Presidents of both Branches of the City Council, be printed and a copy of the same sent to the Baltimore United Fire Department, and to the President of each Fire Company in the City of Baltimore.”

In another great improvement, the introduction of street railways, Mr. Jenkins cast the deciding vote for the ordinance.

The last annual meeting of the Mechanical Fire Company took place January 1, 1859.

The Company met at their hall, Henry Spilman in the chair; the minutes of the previous meeting were read and

approved. The President announced that the election of officers to serve for the current year to be the first business in order. The President having retired from the chair, Mr. John A. Needles was requested to occupy the same temporarily. The election proceeded, and resulted as follows:

Henry Spilman, President.

Samuel McPherson, John A. Needles, Joseph Warner,
Vice-Presidents.

J. Stricker Jenkins, Treasurer.

John D. Stewart, Secretary.

Henry P. Duhurst, Engineer.

Richard Dorsey, John S. Hogg, Robert T. Wright, As-
sistant Engineers.

John McGeoch, J. Stricker Jenkins, George B. Baynes,
Charles W. Johnson, James Wesley Shaw, Peter House-
holder, Directors.

Henry Spilman, H. P. Duhurst, John Dukehart, J. Stricker
Jenkins, John McGeoch, Standing Committee.

H. P. Duhurst, William G. Gardiner, Richard Dorsey,
John McGeoch, J. Stricker Jenkins, Election Committee.

Henry Spilman, John Dukehart, H. P. Duhurst, J. D.
Stewart, John McGeoch, John S. Hogg, J. Stricker Jen-
kins, Delegates to B. U. F. D.

Dr. William Riley, Hezekiah Starr, Physicians and Sur-
geons.

James Lovegrove, Mrs. D. S. Pope, John R. Moore, Jacob
I. Cohen, Jr., Mrs. Thomas M. Locke, William Baker, Mrs.
Philip W. Lowry, John Dukehart, Honorary Members for
Life.

The Secretary offered the following:

"Whereas the Fire Commissioners of the City of Balti-
more have advertised for applications for membership in the
new Fire Department about to be created; and some of the
members of the Mechanical Fire Company are desirous of
becoming members of the said Department; and

“Whereas it would be invidious and likely to provoke ill-feeling, by any direct action of this Company, or by members of any secret conclave of any portion of its members to present the name of any ‘select few’ to make up the complement of extra men, necessary for the equipment of any steam Fire Engine Company to be formed; and

“Whereas such action, if permitted, might be prejudicial to the interest of all the other members who might wish to be applicants for election to such positions in the new Fire Department; therefore, be it

“*Resolved*, That a list be prepared of the names of all those ‘active members’ of this Company who are desirous of being applicants for membership in the new Fire Department.

“*Resolved*, That the Secretary be directed to furnish the aforesaid list certified to by the proper officers of the Company, endorsing the subscribers thereto, as ‘active members’ at present in good standing of the Mechanical Fire Company.

“JOHN T. STEWART,
“*Secretary.*”

The last fire which the Mechanical Company attended, occurred on Friday, May 5, 1859, at four o’clock A. M. This was at the corner of Broadway and Thames street. There was a good turnout of members with five pieces of apparatus. On the way home, the Company paraded.

At noon of the same day, the premises were turned over to the city authorities.

Thus, after a continuous service of very nearly a century, the closing hours were passed in the strict line of duty, and the time-honored Mechanical Fire Company passed out of service.

At a meeting, held at 8 P. M. of the same day, it was resolved that the members should not disband before the

next meeting in December. On motion it was resolved that the Standing Committee have the power to offer the services of the "Old Lady" to the Fire Commissioners until she could be sold.

(As stated elsewhere, she was sold in 1860.)

Later, in June, the treasurer was empowered to pay bills, sell hose, apparatus, etc., and a resolution passed looking for suitable quarters for meetings, in case the Fire Commissioners needed the building now occupied.

Another resolution was for placing a railing around the lot in Baltimore Cemetery; also for erecting a monument on said lot. This has since been done.

At this meeting the President, Henry Spilman, tendered his resignation, at the same time requesting that his name be kept on the roll forever.

In 1860, the same officers were elected. At a meeting early in this year, it was determined to continue the Christmas festivals, or at least to endeavor to come together once a year.

As has been stated before, during the period from 1861 to 1866, these meetings were at the houses of the members, and were very informal. Later, they again took place publicly.

Until 1873, a hall was rented over the offices of the Associated Fire Insurance Company, on South street.

Since then, its meetings and banquets have been held at such times and places as the President and Standing Committee have deemed best.

A word should be spoken here in behalf of the Veteran Volunteer Firemen's Association, and the Sons of Veterans' Association. These two organizations have their rooms on North Harrison street, near Baltimore street. No point of interest will better repay a visit. Engines, hose car-

riages, lanterns, belts, caps and capes are on every hand. Pictures and rolls, banners, photographs, and curiosities are in profusion, and no Baltimorean will deem his knowledge of his city complete, until he has seen and studied the contents of these rooms. A custodian is in charge, who will readily answer all questions, and show special objects of interest.

Any inquiries respecting the two associations mentioned above, will receive attention, or arrangements made to communicate with their officers.

In concluding this volume, may the writer be permitted to say, that no attempt has been made to exalt one man, one company, or any one organization at the expense of another. The only object has been to place the honor where it belonged.

To make the record a little clearer perhaps, to show it in a brighter light, has been the aim.

From the nature of things, some of the events chronicled here, are of interest only to the veterans and their descendants; but the main facts, however, should be interesting to Baltimoreans.

The theme was worthy of a better treatment, and a more skillful pen.

If these pages serve to revive some interest in the events of a past generation, to stimulate a greater zeal in the preservation of this Company, and the memories which cluster around it, then the author shall consider himself well rewarded.

APPENDIX

MECHANICAL

Fire Company.

Instituted 1763.

Incorporated 1828.

For the year 1832.

HEZEKIAH NILES,

President.

JOS. K. STAPLETON,

Vice-President.

ISAAC N. TOY, *Treasurer.*

WM BAKER, *Secretary.*

Engineer—John Dukehart.

Assistant Engineers:

Edward V. Ward,

Robt. W. Dukehart.

William Oldham.

Directors.

James Wilson,

Job Smith,

Thomas M. Locke,

David S. Pope,

John Needles.

John H. Rea,

James Lovegrove,

Wm. Gwynn Jones.

William Rogers,

Edward W. Dukehart.

Standing Committee.

J. Dukehart,

Wm. Rogers,

T. M. Locke,

J. Needles.

W. G. Jones.

Property Guards.

Joseph Cox,

Jas. Hance,

Wm. Dallam,

Managers of the Hose and Suction Engines.

Wm. H. Oldham,

Jos. R. Dukehart,

Edward G. Starr,

Edw. M. McColm,

Chas. T. Clopper,

John Tucker,

Engine Keeper, Valerious Riley.

Suction Engine and Hose Men.

John Anderson,
Wm. H. Blass,
Thomas Butler,
William Bell,
L. Brandenberry,
John Bull,
J. Bartholomew,
James Curley,
G. B. Chastelier,
Caleb Cook,
Walter Crook, Jr.
George Deems,
H. W. Ditmar,
V. Dukehart,
Wm. Dukehart,
R. W. Dukehart,
Benjamin Davis,
George Ellis,
Robt. Enwright,
Eph. Gardner,
Thomas Helmes,
J. C. Hynson,
Moses Hindes,
Eben Hubball,
Abr. Hyam,
Oliver Holmes, Jr.
George Jewell,
Griffith Jones,
T. H. Lafetra,
Samuel Little,
C. B. Littig,

James McElroy,
H. Meyers.
W. L. McCauley,
J. H. Mills,
J. F. Meredith,
J. R. Neilson,
William Oldham,
John Peters,
L. E. Pontier,
William Rea,
John Reis,
W. H. Rolinson,
Wm. Rudenstein,
Richard Rogers,
Josh. Royston,
James Rogers,
William T. Rice,
S. S. Riley,
John Starr,
Steph. Swain,
Garretson Sewell,
H. R. Snyder,
J. A. Stewart,
Thomas Sullivan,
Isaac Trimble,
P. W. Toy,
Vic. Vallette,
Ely West,
Thos. Wilkerson,
J. H. Warfield,

Engine Men.

Thos. Armstrong,
Wm. Armstrong,
William Baker,
Samuel Baker,
Wilson Balderston,
J. W. Berry,
John Boyd,
Nich. Brice,
Amos Brown,
H. W. Bool, Jr.,
W. D. Ball,
J. W. Collins,

William G. Cook,
W. P. Dunnington,
William Dell,
T. C. Dunleavy,
F. G. Fitch,
Alex. Gregg,
Howard Griffith,
Jos. Holbrook,
Dan'l Howland,
William Harden,
S. G. Jones,
J. R. Kelso,

Rich. Long.
Thos. Macilroy,
John Morgan,
James Mosher,
William Neal,
Theo. W. Oldham,
Joseph Owens,
Jacob Rogers,
George Rogers,
Abr. Sellers,
Th. S. Sheppard,

William Starr,
I. N. Toy,
Ph. E. Thomas,
Jos. Townsend,
Thomas Towson,
William Toy,
Nixon Wilson,
David Wilson,
William Wilson,
John Williams,

Every member of this Company is pledged to be prompt in repairing immediately to the Engine House on an alarm of fire, in order to assist in conveying the Engines and Apparatus to the fire, working them whilst there and returning them back to the Engine House.

Delegates to the Firemen's Association.

Jos. K. Stapleton, T. M. Locke, D. S. Pope,
Swaim. J. A. Stewart.

Honorary Members.

J. A. Buchanan,
George Brown,
David Barnum,
Robert Barry,
James Beatty,
J. I. Cohen, Jr.,
James Bosley,
H. & W. Crawford,
John Cole,
Clap & Cole,
Dobbin, Murphy & Rose,
C. O'Donnell,
R. H. Douglass & Co.,
John Dukehart, Jr.,
Edmund Didier,
Thomas Ellicott,
George Earnest,
Alexander Fridge,
Nath. Garland,
William Gwynn,

Robert Gilmor,
M. Hammer,
And. Hall,
J. L. Hawkins,
Samuel Harden,
John Haslam,
Houghton & Johnson,
Felix Jenkins,
Eben Knowlton,
Ph. Laurenson,
William Lorman,
Leakin & Barnes,
I. McKim,
John McKim,
D. T. McKim,
John S. McKim,
W. McDonald & Son,
W. D. McKim,
W. H. Murray,
John B. Morris,

Isaac Munroe,
James Neale,
H. Patterson,
Edw. Pannell, Jr.
J. C. Richards,
Peter Snyder,
Ward Sears,
John Scott,
Robert Smith,

H. P. Sumner,
W. W. Taylor,
Joseph White,
Thomas Wilson,
John & Jas. Williams,
N. F. Williams,
Charles Warfield,
E. & S. C. Weatherburn,
Joseph Yager.

SPECTEMUR AGENDO.

LIST OF MEMBERS

OF THE

Mechanical Fire Co.

No. 1, for 1858.

Instituted 1763.

Incorporated 1828.

Location of Engine House,
29 S. Calvert Street.

Every Active Member of this Company is pledged to a Thorough Discharge of Duty, by Prompt Obedience to Orders and Gentlemanly Deportment in all Times of Service, so that the Strictest Discipline may be observed.

HENRY SPILMAN, *President.*

SAM'L MACPHERSON, *First Vice-President.*

JOS. T. WARNER, *Second Vice-President.*

JOHN A. NEEDLES, *Third Vice-President.*

J. STRICKER JENKINS, *Treasurer.*

J. D. STEWART, *Secretary.*

HENRY P. DUHURST, *Engineer.*

Assistant Engineers.

Richard Dorsey. John S. Hogg. Robt. T. Wright.

Directors.

John McGeoch, J. Stricker Jenkins. Geo. B. Baynes.

Chas. W. Johnson, James Wesley Shaw,

Peter Householder.

Standing Committee.

Henry Spilman, J. Stricker Jenkins,
Chairman. Secretary.
 H. P. Duhurst, John Dukehart, John McGeoch.

Electing Committee.

Henry P. Duhurst, *Chairman.*
 W. G. Gardner, Rich. Dorsey, John McGeoch,
 J. Stricker Jenkins.

☞ All applications for membership must be made to the Committee.

Delegates to the Baltimore United Fire Department.

H. Spilman, John Dukehart, H. P. Duhurst,
 J. D. Stewart, John McGeoch, John S. Hogg.
 J. Stricker Jenkins.

Members of the Standing Committee, B. U. F. D.

H. P. Duhurst. John M. McGeoch. John S. Hogg.

DIRECTIONS TO BE STRUCK UPON THE BELL OF THE COMPANY IN CASE OF AN ALARM OF FIRE.

North—One. South—Two. East—Three.
 West—Four.

Northeast—One, Three. Northwest—One, Four.
 Southeast—Two, Three. Southwest—Two, Four,

If a fire occur within the district bounded on the North by Fayette Street, South by the Water-line and Pratt Street; East by Gay Street; and West by Charles Street, the Bell will be struck Quick and Continually.

Physicians and Surgeons,
 Drs. Wm. Riley and Hezekiah Starr.


Librarian.....The Board of Directors.

Every active member of this Company is pledged to be prompt in repairing to the Engine House on an alarm of fire, in order to assist in conveying the Engines and apparatus to the fire, working them whilst there, and returning them to the Engine House.

ACTIVE MEMBERS.

Beatty, W.	Johnson, A. G.
Buckler, John.	Kone, And. J.
Brady, Thos.	Lemmon, B. F.
Bell, Dan'l.	Larrabee, H. C.
Blair, Chas. E.	Lamb, Thos. B.
Barry, Robt. C.	Lovegrove, Jas.
Brashears, A. G.	Long, J. T.
Campbell, Jas.	Lanphy, N. C.
Creager, G. M.	McColm, R. B.
Coulter, A. M.	Metz, Henry.
Clements, Wm.	Meyer, D. Webb.
Campbell, John G.	Milnor, H. M.
Coe, Joshua C.	Phelps, George D.
Clark, Wm.	Parks, John.
Chalfant, Edward.	Rogers, Chas. R.
Dillahunt, J. T.	Rogers, Phil.
Dukehart, Jos. R.	Reese, Thos. M.
Evatt, Dan'l.	Rogers, Seth.
Evatt, John.	Reese, John.
Fay, George.	Ringgold, C. T.
Fisher, George W.	Somers, James.
French, Wm.	Spies, Chas. L.
French, Sam'l.	Streets, Thos.
Fryer, Jas.	Shaw, David W.
Grady, James.	Schwamb, Chas. A.
Green, John, Jr.	Sanderson, F. W.
Hanna, H. M.	Thomas, R. P.
Hanna, John.	Vansant, Joseph.
Hopkins, John J.	Walderford, D. T.
Hindes, B. F.	Worthington, E. P.
Huges, T. T.	Wyvill, S. W.
Hunter, A. R.	Ward, J. E.
Hays, R. J.	West, Charles.
Hudgeons, Jas. A.	Wagner, Aug. W.
Harris, Wm.	Williams, John.
Jessop, George A.	Williams, John (2).
Jessop, George W.	

EXEMPT ACTIVE MEMBERS.

 *Exempt Active Members* are those who have ceased to be *active*, after service as such for a period of not less than seven years.

Anderson, Jas. M.	Marden, Jesse.
Bouis, John.	Murray, D. G.
Bersch, H., Jr.	Milnor, James K.
Butcher, Alex.	Needles, Edward.
Brown, William.	Needles, John.
Crook, W., Jr.	Needles, Ed. M.
Cohen, Israel.	Robinson, W. H.
Culnan, Samuel.	Rohner, Peter.
Drake, Mathew.	Rogers, William.
Dukehart, William.	Rogers, George.
Dukehart, Valerius.	Rogers, Ed. H.
Dukehart, Robt. W.	Reed, Jesse D.
Dukehart, Ed. W.	Rhodes, J. R.
Dukehart, Balderston.	Rea, John H.
Dukehart, John Peck.	Riley, S. S.
Dunlevy, Thos. C.	Snyder, H. R.
Furlong, John.	Starr, Robt.
Frick, William F.	Starr, Ed. C.
Fay, Fordyce.	Streets, John S.
Goodrick, Thos. T.	Troxall, Thos. F.
Gorman, Thos. W.	Tessier, And.
Gorman, Jas. W.	Twoomly, F. W.
Holbrook, Jos. R. C.	Upshur, Jos. M.
Hill, John R.	Wilson, David S.
Heron, Jos. W.	Webb, George W.
Jones, William.	Ward, Ed. V.
Jenkins, Hy. W.	Wallace, George F.
Kennedy, William.	Wilson, Thos. J.
McElroy, Jas. L.	Wilson, S. P.
McKim, William.	Warner, George C.
McJilton, Thos. M.	Warner, James M.
Morse, Amasa C.	Ward, Nath.
Mullikin, Jas. H.	

Engine Keeper.....The Board of Directors.

Directors to the Firemen's Insurance Co.,
J. M. Anderson, George Rogers.

Director, Associated Fire Ins. Co.....James Getty.

Honorary Members for Life.

James Lovegrove,	William Baker,
Mrs. D. S. Pope,	John Smith,
John R. Moore,	Mrs. P. W. Lowry,
Jacob I. Cohen, jr.	John Dukehart.

HONORARY MEMBERS.

Honorary Members, by the payment of Five Dollars per annum, secure to themselves the services of the Company in case of fire, and are released from the duties of *Active Firemen*. They are also privileged to make use of the Library of the Company, now containing 3000 volumes, together with the Library and Conversation Rooms, subject to the same regulations as govern the active members.

Allen, W. M.	Cole, Wm. P. & Son.
Adams, J. C.	Cariss, S. & Co.
Alexander, J. H.	Crane, Wm. & Son.
Armiger, R. & J.	Croyeau, Aug.
Bird, S. L. & Co.	Cortian & Co.
Byrnes, William.	Craft, Jacob.
Brown, George.	Cassard, George.
Birely, V.	Campbell, Arch.
Buckler, Dr. John.	Cornell, D. Dorsey.
Bartlett Bros.	Clarke & Jones.
Bier, J. Pres.	Crowly, W. S.
Brogden, Wm., Jr.	Corbitt, Isaac.
Boggs, Cattman & Co.	Cleaveland, J. B.
Balto. Biscuit Co.	Clabaugh, W. M.
Brune, F. W. & Co.	Colladay, J. S.
Boyd, John.	Cropper, Capt. A. B.
Belknapp, E. N.	Clark, Gabriel D.
Billmyer, Joseph.	Clarke, J. Lyle & Co.
Blass, Wm. H.	Corner, Edgar W.
Barrett & De Bert.	Connolly & Lloyd.
Barreda & Bro.	Campbell, J. Mason.
Bull & Tuttle.	Crowell, Capt. E.
Boyd, Wm. A. & Co.	Charron & Co., J. B.
Baynes & Son, Jas.	Claiborne, Booth & Co.
Caldwell, J. A.	Chew, Dr. Samuel.
Crosley & Son, J.	Calloway, Wm.
Cheston, Jas. & Son.	Duer, Morris & Co.
Coonan, Dan'l.	Donaldson, Sam'l J.
Cooch, L. N.	Deford & Sons, B.

Dobbin & Fulton.	Hooper & Sons.
Dugan & Jenkins.	Hopkins, T. W. G.
Driscoll & Co.	Hagan & Co., J. H.
Eeley, S.	Hanna, William.
Emich, J. V.	Hawley, P. K.
Easter, Hamilton & Co.	Hardesty, C. R. & Son.
Ellicott & Hewes.	Imhoff & Benner.
Earnest, Mrs. George.	Jones, James.
Frick, Dr. George.	Johnson, Reverdy.
Freeland, Hall & Co.	Jenkins & Sons, Wm.
Fitzgerald, Booth & Co.	Jenkins & Co., Hugh.
France, Col. R.	Jenkins & Sons, Edw.
Fisher & Sons, J. I.	Jenkins, M. W.
Fletcher, James.	Jenkins, Henry W.
Funk, William.	Jenkins, Anthony.
Foy, James.	Kelso, John R.
Fowler & Zeigler.	Kurtz, Edw.
Farquharson, F. L.	Kennedy, John P.
Field, A.	Kennedy, W. D. (N.Y.)
Foley & Bro., D. J.	King, F. W. & R.
Gatchell, W. H.	Keyser, S. S. & Co.
Gittings, Lambert.	Kraus, P. & Co.
Glenn, Wm. John.	Kirkland, Chase & Co.
Gelston, Hugh.	Keener, Geo. Peter.
Graff & Co.	Lucas Bros.
Gheo, And.	Lorman, Wm. & Sons.
Gibson, P. (Cashier.)	Leach, William.
Gould & Ward.	Lockington & Co., J.
Grupy, F. H.	Lee & Co., Josiah.
Gunther & Rodewald.	Levering, Clinton.
Green, George W.	Lovejoy, Amos.
Gibney & Hall.	Lanahan & Stewart.
Harvey, J. C.	Larrabee, Wm. F.
Hamilton, Mrs. W.	Morris, John B.
Henkleman, F.	Mickle, Robt. (Cashier.)
Harvey, Carson & Mc- Knight.	R. H. Moale & Hall, (Trustees).
Hazelhurst & Phelan.	McKim, Mrs. Alex.
Hanson, T. H.	McKim, William.
Hilberg, F. L.	Middleton, J. W.
Herring & Co., G. W.	McPhail & Bro., J. L.
Hartman, J. P.	Meredith, Jonathan.
Hopkins, Johns.	Malcom & Co., P.
Heaney, John.	Miller & Beacham.
Hussey, Obed.	McKay & Bro.
Hazlett & Co., Jas.	Magne, H.
Harris, E. P.	Marburg, W. A. & F.
Hewlett & Son, J.	McDonald, James.
Heslin & Rogers.	Meyer, Ferd.

McComas, Alex.	Small, George.
Miller, G. C. (Cashier.)	Stabler & Co., E. B.
Montague, W. L., Jr.	Spence & Reid.
Miller, A. J.	Sloan & Calwell.
McKim, D. T. (Trustee.)	Spencer, Wm. P.
Murphy, Thos.	Simon, M.
Magraw & Koons.	Solze & Co., J. A.
McLaughlin, (City Hotel.)	Sprigg, D. (Cashier.)
Mott, Jas. (Cashier.)	Stickney & Co.
McDaniel & Co., J. L.	Shryock & Son, S. H.
McJilton & Co., J. F.	Snyder, D.
Merrill, Jas. H.	Sprague & Root.
Merriken, W & G.	Smith & Curlett.
Miles & Lankford.	Seth, Robert.
Needham, Asa & Sons.	Startzman, David.
Numsen & Co., Thos.	Spear & Cole.
Oelrichs & Lorman.	Stansbury & Hoffman.
Patten, Rich.	Shurtz, W. H. & Co.
Perine, W. M. B.	Schloss & Bro.
Phillips, S. & Co.	Thompson, J. G.
Platt, William.	Tucker, R. & H. K.
Pratt, E. & Bro.	Teackle, T. J.
O'Donnell, Columbus.	Thomsen, Laurence & Co
Parker, E. L. & Co.	Tracey & Sons, M.
Penrose, D. M.	Turnbull, Slade & Co.
Perine, D. M.	Tucker, J. H.
Patterson, H.	Thomsen, Woods & Block.
Pike's Estate, Henry.	Watkins, J. T.
Poland, Jenkins & Co.	Williams & Co., J. & I.
Patterson, J. W. & E.	Whitridge & Co., Thos.
Preiss & Sartorius.	Wilson & Sons, Wm.
Pearce, Chas. R.	White, Henry.
Pleasants & Son, J. P.	Walters & Co., W. T.
Price, W. G.	Warden, J. & H.
Pierce, Thomas.	Wolf, Chas. A. S.
Roleson, Appold & Co.	Whedbee & Dickinson.
Rogers & Weatherall.	Webb & Co., Nathan.
Rose, W. H.	Wallis, S. Teackle.
Robinson & Lord.	Woodyear, W. E.
Rogers, George.	Ward Bros.
Robinson & Sibley.	Ward & Co., W. H.
Rosenburg, Abr.	Wright & Buck.
Riggs, George S.	Warwick, Frick & Bell.
Scott, T. Parkin.	Walker & Co., Noah.
Sellman & Son, J. C.	Williams, John.
Startzman, John.	White, Ambrose A.
Stewart, John.	Young, Carson & Bryant.
Spilker, W. & H.	

Abstract View of the Fire Apparatus of Reports of said Companies to of Baltimore,

NAMES OF COMPANIES.	Spouting Engines in Good Order.	Spouting Engines in Bad Order.	Forcing Engines in Good Order.	Forcing Engines in Bad Order.	Suction Engines in Good Order.	Suction Engines in Bad Order.
Mechanical Fire Co.	1	.....	.....	.....	2	.....
Union Fire Co.	.....	.....	.....	1	.....	1
Friendship Fire Co.	2	.....	.....	.....	1	.....
Deptford Fire Co.	1	.....	.....	.....	1	.....
Liberty Fire Co.	1	.....	.....	.....	1	.....
Independent Fire Co.	1	.....	.....	.....	1	.....
Vigilant Fire Co.	1	.....	.....	.....	1	.....
New Market Fire Co.	1	.....	.....	.....	1	.....
Columbian Fire Co.	1	.....	.....	.....	1	.....
First Baltimore Hose Co.	.....	.....	.....	.....	2	.....
United Hose Co.	.....	.....	.....	.....	1	.....
Franklin Hose Co.	.....	.....	.....	.....	1	.....
Washington Hose Co.	.....	.....	.....	1	1	.....
Patapsco Hose Co.	.....	.....	1	.....	1	.....
AGGREGATE,	9	.....	1	2	15	1

(Copied from

the City of Baltimore as Detailed in the
the Mayor and City Council
January, 1829.

Hose Carriages in Good Order.	Hose Carriages in Bad Order.	Hose in Good Order.	Hose in Bad Order.	Amount of Rent Received.	Annual Expenses.	When Instituted.
		FEET	FEET			
2	.....	1,000	400	\$.....	\$495.36	1763
1	.....	900	.....	.....	515.00	1782
1	1	1,480	500	.....	554.85	1785
1	1	800	.....	.....	400 00	1792
.....	1	600	800	.....	955.65	1794
1	.....	1,830	.....	50.00	424 38	1799
1	.....	1,500	.....	60.00	361 27	1804
1	.....	500	1,300	.....	505.95	1805
1	.....	500	.....	.....	325.00	1805
1	.....	1,200	.....	.....	593.11	1810
1	.....	920	.....	50.00	486.00	1810
1	.....	406	780	.....	726 44	1810
1	1	1,150	600	50 00	393.30	1815
1	.....	1,100	.....	.....	400.00	1822
14	4	13,886	4,380	\$210.00	\$7,136.31	

the original.)

ROLL OF MEMBERS.

1763 - 1900.

Herewith follows the list of the names of those who have served as Active Members of the Mechanical Company, with the date of election or first appearance on the books of the Company. It is probably incomplete, as many were in one way or another connected with the Company but not regularly enrolled.

It must be remembered that many were members for long periods of years.

HONORARY MEMBERS.

No list of the Honorary Members can be given, but an inspection of the rolls for 1832 and 1858, as reprinted in the last chapter, will show the class of men who aided financially and otherwise. It is believed that nearly every man, firm, or corporation of importance in the city, was at one time an Honorary Member of this Association.

It includes many who, after long service as Actives, still gave of their means and time.

In all rolls and copies, the spelling is given as it appears in the original.

Ackland, John R.....	1840.
Adair, Rob't.....	1770.
Adams, William.....	1766.
Alderdice, Jas. A.....	1821.
Alexander, Mark.....	1763.
Alexander, Robt.....	1821.
Alley, Macajah.....	1806.
Allison, Amos.....	1805.
Allen, Covington K.....	1899.
Allen, E. G.....	1897.
Allen, Michael.....	1764.
Amos, Mordecai.....	1770.
Anderson, Jas. M.....	1840.
Anderson, John.....	1805.
Arcamble, Felix.....	1820.
Armat, Wm.....	1822.
Armour, David.....	1792.
Armstrong, F. A.....	1795.
Armat, Chr.....	1807.
Armitage, Benj.....	1804.
Armstrong, Benj.....	1805.
Armstrong, Thos. F.....	1815.
Armour, Joseph.....	1822.
Armstrong, Thos. G.....	1810.
Armstrong, Wm.....	1824.
Ash, Jas. H.....	1849.
Ashcom, Thos. B.....	1900.
Askew, William.....	1766.
Asquith, William.....	1807.
Asquith, Wm.....	1767.
Bailey, Thos.....	1799.
Baker, M.....	1840.
Baker, Samuel.....	1822.
Baker, Thos. B.....	1804.
Baker, Wm.....	1765.
Baker, Wm., Jr.....	1807.
Baker, Wm.....	1840.

Baker, Wm.....	1824.
Balderson, J.....	1813.
Balderston, Wilson.....	1832.
Balderson, Jonathan.....	1800.
Balderson, Wm.....	1822.
Balderson, Isaiah.....	1800.
Balderson, Yarnall.....	1840.
Balderston, Isaiah.....	1765.
Ball, John.....	1813.
Ball, Wm.....	1798.
Banks, Rob't D. (Mayor)....	1875.
Barnaby, Elias.....	1763.
Barnetson, Isaac (Burnetson) ..	1765.
Barney, Joshua.....	1777.
Barney, J. H.....	1800.
Barney, L. H.....	1820.
Barney, Wm. H.....	1822.
Barnum, David.....	1812.
Barrow, John.....	1775.
Barry, Rob't.....	1822.
Barry, Rob't. C.....	1859.
Barry, L.....	1764.
Bartholomew, J. E.....	1822.
Bartlett, Geo.....	1820.
Bartlett, Wm.....	1819.
Barton, Seth.....	1798.
Baughman, Fred.....	1820.
Bayne, Andrew.....	1800.
Baynes, Geo. B.....	1856.
Bayliss, Jas.....	1812.
Beatty, Wm.....	1858.
Bell, Dan'l.....	1857.
Bell, Wm.....	1832.
Belt, Thos. H.....	1840.
Beltzhoover, Geo.....	1812.
Benson, John R.....	1840.
Benson, Richard.....	1795.

Benson, Rob't P.....	1847.
Bentalou, Paul.....	1772.
Bersch, Henry.....	1840.
Berry, John N.....	1800.
Bersh, Wm.....	1840.
Berwick, John.....	1808.
Betty, Wm.....	1859.
Biays, James.....	1794.
Birely, L. A.....	1834.
Bishop, Henry.....	1801.
Biven, Hor.....	1870.
Blair, Chas. E.....	1857.
Black, Michael.....	1845.
Blass, Wm. H.....	1832.
Boardley, Thos.....	1789.
Bockley, Jas.....	1821.
Bodley, Thos.....	1800.
Boehme, Chas. L.....	1821.
Bonsall, Vincent.....	1804.
Boone, James.....	1800.
Boone, Noah.....	1814.
Boole, H. W., Jr.....	1849.
Bosley, John B.....	1822.
Bosley, Jas. B.....	1890.
Bosley, Joshua.....	1765.
Bouis, John.....	1858.
Bowly, D.....	1769.
Bowerman, Rich. N.....	1849.
Boyd, F. H. B.....	1834.
Boyd, Rob't.....	1840.
Boyd, John.....	1830.
Boyd, J. C.....	1899.
Brady, Thos.....	1857.
Brashears, A. G.....	1834.
Brandenberry, L.....	1834.
Branson, Wm.....	1800.
Brawner, R.....	1814.

Brayton, Isaac.....	1805.
Brect, L. C.....	1834.
Brevitt, Benj. S.....	1821.
Brice, John.....	1822.
Brice, Nicholas.....	1805.
Brice, Wm. M.....	1840.
Briscoe, James.....	1800.
Brodgton, Wm.....	1849.
Brookes, Jos. R.....	1820.
Broughton, Isaac.....	1840.
Brown, Amos.....	1813.
Brown, Andrew.....	1805.
Brown, David.....	1769.
Brown, David.....	1849.
Brown, Francis.....	1849.
Brown, Jacob.....	1764.
Brown, Jesse.....	1786.
Brown, John.....	1785.
Brown, Josiah.....	1805.
Brown, Shepherd.....	1805.
Brown, Stewart.....	1805.
Brown, W. W.....	1834.
Brown, William.....	1785.
Browning, Richard.....	1815.
Bruff, Benj.....	1814.
Bryden, Jas.....	1800.
Bryan, Olin.....	1900.
Buchanan, Arch.....	1776.
Buchanan, George.....	1790.
Buckler, John, Jr.....	1849.
Buckley, Thos. G.....	1840.
Bull, John.....	1802.
Burgess, Hugh.....	1763.
Burgess, Thos.....	1763.
Burns, James,	1840.
Burns, Thos.....	1840.
Burnetson, Isaac.....	1765

Butcher, Wm.....	1834.
Butler, Absalom.....	1821.
Butler, Thos.....	1832.
Calhoun, James.....	1766.
Calhoun, James, Jr.....	1800.
Campbell, Arch.....	1766.
Campbell, A.....	1849.
Campbell, James.....	1789.
Campbell, James.....	1849.
Campbell, John G.....	1849.
Campbell, Wm.....	1849.
Cannon, John.....	1763.
Carey, James.....	1782.
Carnes, John.....	1840.
Carpenter, Wm. H.....	1839.
Carrere, John.....	1794.
Carrick, A.....	1789.
Carroll, Jas.....	1813.
Carter, James.....	1840.
Carter, W. L.....	1901.
Casey, Jas. V.....	1822.
Chalfont, Edw. J.....	1850.
Chambers, John.....	1766.
Chappell, Ph. S.....	1849.
Chastelier, G. B.....	1832.
Chiplane, T. W.....	1775.
Clarke, George.....	1840.
Clarke, John.....	1807.
Clarke, Joseph.....	1820.
Clarke, William.....	1859.
Clarke, D. A.....	1899.
Clarke, Gabriel D.....	1845.
Clemm, William.....	1765.
Clemm, W. E.....	1891.
Clemments, William.....	1850.
Clemments, John.....	1765.
Clemments, J. S.....	1835.

Cliff, H. C., Jr.....	1821.
Clopper, Chas. T.....	1828.
Clopper, George W.....	1840.
Clouse (Close), Wm.....	1763.
Coale, George B.....	1840.
Coats, Wm. F.....	1840.
Coe, Joshua C.....	1856.
Coe, Joshua C.....	1859.
Cohen, P. J.....	1812.
Cohen, J. J., Jr.....	1822.
Cole, Frederick.....	1765.
Cole, John.....	1821.
Coleman, Charles W.....	1840.
Colgate, James.....	1813.
Colladay, Charles R.....	1845.
Colladay, Chas. R., Jr.....	1890.
Collins, J. W.....	1813.
Compton, John.....	1800.
Cone, Andrew J.....	1859.
Constable, Charles.....	1763.
Constable, James.....	1773.
Conrad, Samuel.....	1805.
Cook, Caleb.....	1832.
Cook, John G. H.....	1840.
Cook, William.....	1776.
Cooke, William G.....	1822.
Cornthwait, John.....	1805.
Cosgrove, John.....	1834.
Coulter, A. M.....	1857.
Courtney, Hercules.....	1769.
Coulston, Thomas.....	1773.
Covington, H. B.....	1840.
Cowles, Henry.....	1840.
Cowles, James H.....	1849.
Cowles, James.....	1834.
Cowles, Wesley.....	1840.
Cox, C. C.....	1840.

Cox, James.....	1763.
Cox, Joseph.....	1800.
Craggs, John.....	1800.
Craggs, William.....	1849.
Cramp, William.....	1800.
Crane, David.....	1807.
Creager, George M.....	1857.
Crebs, George W.....	1840.
Crocker, Asa.....	1820.
Cromwell, Oliver.....	1773.
Cromwell, Oliver C.....	1890.
Cromwell, Chas. G.....	1891.
Cromwell, Richard.....	1773.
Crook, Walter, Jr.....	1832.
Crouch, Stewart.....	1849.
Crowley, J. N.....	1840.
Croxall, Jas.....	1812.
Croxall, Thos.....	1765.
Cruise, P. H.....	1822.
Cunningham, B. A.....	1822.
Cunningham, John.....	1813.
Culnan, Sam'l.....	1858.
Curley, James.....	1820.
Curtis, Francis.....	1778.

Dahle, Chas. F.....	1900.
Dalrymple, John.....	1797.
Dallam, William.....	1813.
Davidson, James.....	1800.
Davidson, Andrew.....	1765.
Davy, William.....	1786.
Davis, Benj.....	1832.
Dawes, Francis.....	1780.
Deal, George.....	1798.
Deaver, John.....	1763.
Deems, Jacob.....	1814.
Deems, George.....	1819.

Dell, Wm.....	1832.
Despeaux, Jos.....	1824.
DeWitt, John.....	1805.
Dickinson, B.....	1772.
Didier, Henry.....	1774.
Diffendaffer, Michael.....	1765.
Dillahunt, John T.....	1850.
Dinsmore, Thos.....	1789.
Ditman, H. W.....	1832.
Doddrell, J. C.....	1822.
Donahue, John.....	1824.
Donaldson, John.....	1805.
Dorsey, Jas.....	1776.
Dorsey, Richard.....	1834.
Dorsey, Thomas B.....	1805.
Dougherty, John.....	1787.
Downs, T. P.....	1849.
Drake, Matthew.....	1840.
Draper, Ira.....	1786.
Dubois, M.....	1813.
Dubouis, E. J.....	1834.
Dudley, George.....	1806.
Duffy, Edward.....	1822.
Duffy, Henry.....	1890.
Duff, Pat.....	1880.
Dugan, Benjamin.....	1763.
Dugan, Cumberland.....	1767.
Dugan, Gustavus.....	1814.
Duhurst, H. P.....	1849.
Dukehart, Henry.....	1767.
Dukehart, John, Sr.....	1770.
Dukehart, Henry.....	1805.
Dukehart, William.....	1820.
Dukehart, John, Jr.....	1822.
Dukehart, Edward W.....	1830.
Dukehart, R. W.....	1832.
Dukehart, Valerious.....	1763.

Dukehart, Valerious.....	1832.
Dukehart, John Peck.....	1834.
Dukehart, Joseph R.....	1839.
Dukehart, Balderson.....	1840.
Dukehart, Samuel.....	1850.
Dukehart, E. H.....	1899.
Dulaney, Peter.....	1800.
Dulaney, Thomas.....	1824.
Dunan, Gustavus.....	1821.
Duncan, George.....	1824.
Duncan, J. McK.....	1834.
Duncan, William.....	1765.
Dunleavy, T. C.....	1832.
Dunnington, William P.....	1817.
Durand, John J.....	1805.
Dutro, George.....	1778.
Dutton, Benjamin.....	1770.
Duvall, George.....	1776.
Duval, J. Harry.....	1897.
Eddy, James.....	1834.
Edwards, James.....	1766.
Edwards, John.....	1785.
Edmondson, Jas.....	1819.
Elder, Allen.....	1840.
Elder, Basil.....	1798.
Ellis, George W.....	1820.
Ellicott, Andrew.....	1800.
Ellicott, Thomas.....	1800.
Ellicott, Thomas.....	1813.
Emmet, David.....	1763.
Ensor, Abr.....	1776.
Enwright, Rob't.....	1832.
Essender, Thomas.....	1822.
Evans, David.....	1766.
Evans, Hugh W.....	1817.
Evans, Hugh D.....	1839.
Evans, Job.....	1817.

Emory, Ambrose.....	1891.
Evans, William.....	1808.
Evatt, Daniel.....	1834.
Evatt, Edward.....	1849.
Evatt, John.....	1850.
Everett, William.....	1840.
Fanborn, Joseph.....	1817.
Falconer, John N.....	1800.
Fay, Fordyce.....	1849.
Fay, George.....	1859.
Feast, J. E.....	1845.
Fennell, Martin.....	1824.
Fernandis, Samuel.....	1816.
Finley, Ebenezer.....	1766.
Finney, Eben.....	1811.
Fisher, George W.....	1859.
Fisher, John.....	1800.
Fisher, Richard.....	1805.
Fitch, F. G.....	1832.
Fitzgerald, John B.....	1821.
Flanagan, John.....	1840.
Flemming, James.....	1770.
Fleming, John.....	
Fonerden, Adam.....	1768.
Forepaugh, William.....	1766.
Fowler, James.....	1840.
Fox, Christian.....	1840.
Franciscus, Geo.....	1776.
Franciscus, F. G.....	1840.
Frazier, Richard.....	1786.
Freeman, William H.....	1879.
French, Sam'l.....	1858.
French, William.....	1859.
Freyer, James.....	1858.
Frick, Peter.....	1764.
Frick, John.....	1805.
Frick, Wm.....	1812.

Frick, Wm. F.....	1850.
Friend, Alfred.....	1849.
Fries, John N.....	1840.
Fuller, Oliver.....	1788.
Furlong, John.....	1834.
Gaddess, C. C.....	1897.
Galloway, William K.....	1800.
Gambrill, Joseph.....	1805.
Gardner, Anderson.....	1840.
Gardner, Eph.....	1815.
Gardner, Wm. G.....	1852.
Garrison, Cornelius.....	1765.
Gatchell, Increase.....	1804.
Geddess, David.....	1780.
George, J. E.....	1812.
George, William E.....	1806.
Getty, Columbus W.....	1834.
Getty, Campbell.....	1834.
Getty, James.....	1840.
Ghequier, Charles.....	1789.
Gibson, John.....	1805.
Gilderman, Maurice.....	1849.
Gill, D. D.....	1840.
Gillingham, George.....	1805.
Gittings, Richard.....	1792.
Goddard, William.....	1767.
Godrick, Thomas F.....	1840.
Gordon, Henry D.....	1840.
Gordon, John.....	1764.
Gorman, Jas. W.....	1834.
Grace, Philip.....	1764.
Grady, James.....	1857.
Grady, J. O.....	1891.
Graham, John.....	1840.
Graham, John.....	1799.
Grant, Alexander.....	1782.
Grant, Daniel.....	1765.

Gray, James.....	1849.
Graybill, Philip.....	1789.
Graybill, Philip.....	1822.
Green, John, Jr.....	1857.
Gregg, Alexander.....	1813.
Gregory, Joseph.....	1840.
Griffith, Benjamin.....	1779.
Griffith, Howard C.....	1839.
Griffith, James.....	1789.
Griffith, S. D.....	1840.
Gorman, Thos. W.....	1850.
Gourley, John.....	1897.
Griffith, John.....	1774.
Griffiths, Jas.....	1789.
Grinnell, Chas. A.....	1840.
Grist, Isaac.....	1763.
Gross, Henry.....	1840.
Graw, Philip.....	1763.
Grundy, T. B.....	1813.
Gruppy, Francis N.....	1840.
Guest, Thomas.....	1840.
Gutrow, J.....	1789.
Gwinn, Charles.....	1813.
Gwinn, William.....	1800.
Hackle, William.....	1763.
Hager, Francis.....	1773.
Haggerty, John.....	1800.
Hall, Carter A.....	1879.
Hall, Elisha.....	1763.
Hall, Franklin.....	1849.
Hall, Caleb.....	1776.
Halfpenny, Wm.....	1790.
Hance, James.....	1840.
Hanna, Andrew.....	1805.
Hanna, H. M.....	1857.
Hanna, John.....	1857.
Harden, Wm.....	1830.

Hardin, Samuel.....	1805.
Harper, Samuel.....	1789.
Harris, Raymond.....	1800.
Harris, William.....	1834.
Harrod, John J.....	1819.
Harris, William.....	1800.
Harrison, William.....	1795.
Hart, John E.....	1849.
Hartman, Paul.....	1798.
Hatton, Robert.....	1767.
Hawkins, James L.....	1822.
Hawkins, John.....	1772.
Hawley, Daniel.....	1822.
Hawley, William A.....	1822.
Hawthorne, John N.....	1817.
Hays, John.....	1773.
Hays, Robert J.....	1857.
Hefner, Peter.....	1898.
Helmes, Thos.....	1832.
Henderson, Robert.....	1805.
Heron, James W.....	1840.
Herring, Ludwig.....	1797.
Heslin, Rich.....	1845.
Hewes, John.....	1800.
Hewes, G. L.....	1822.
Hill, Isaac.....	1774.
Hill, John R.....	1850.
Hillen, John.....	1792.
Hinder, B. F.....	1839.
Hinder, Samuel.....	1805.
Hindes, Moses.....	1805.
Hinson, L.....	1834.
Hintzie, Chas.....	1798.
Hogg, John S.....	1834.
Holbrook, Joseph.....	1805.
Hollins, John.....	1789.
Holliday, James.....	1767.

Hollingsworth, Jesse.....	1763.
Hollingsworth, Samuel.....	1782.
Hollingsworth, Zebulon.....	1776.
Holmes, O., Sr.....	1850.
Hooper, Alcaeus.....	1897.
Hopkins, Gerard.....	1763.
Hopkins, Joel.....	1800.
Hopkins, John J.....	1857.
Hopkins, Philip.....	1764.
Householder, Peter.....	1859.
Howard, Ben. C.....	1800.
Howard, Jere.....	1805.
Howland, Daniel.....	1821.
Howard, Mark.....	1765.
Hubball, Eben.....	1832.
Hudgeons, J. A.....	1859.
Hughes, George L.....	1820.
Hughes, J. T.....	1857.
Hulse, John N.....	1820.
Hunt, Jesse S.....	1849.
Hunt, Jesse (Mayor).....	1810.
Hunter, A. R.....	1857.
Husband, James.....	1800.
Husband, William.....	1805.
Hutton, E.....	1808.
Hyam, Abr.....	1832.
Hyde, A. B.....	1813.
Hyde, Wm. Sparks.....	1840.
Hyde, Sam'l G.....	1849.
Ingram, William H.....	1834.
Jackson, Edward.....	1810.
Jackson, J. E.....	1813.
Jamand, L. G.....	1849.
Jamison, James.....	1800.
Jarrett, Asbury.....	1824.
Jarvis, William H.....	1840.

Jeffers, George M.....	1805.
Jeffers, John.....	1773.
Jeffries, Gravenor M.....	1807.
Jemison, C. C., Jr.....	1840.
Jenkins, Frederick.....	1814.
Jenkins, I.....	1777.
Jenkins, Michael.....	1812.
Jenkins, Wm. H., Jr.....	1899.
Jenkins, August L.....	1834.
Jenkins, Edward.....	1798.
Jenkins, Felix.....	1817.
Jenkins, George.....	1810.
Jenkins, Francis.....	1813.
Jenkins, Henry D.....	1840.
Jenkins, Jason.....	1810.
Jenkins, J. Stricker.....	1849.
Jenkins, Thomas E.....	1792.
Jenkins, William H.....	1837.
Jessop, George A.....	1857.
Jessop, Wm.....	1797.
Jessop, George W.....	1856.
Jewell, George.....	
Johns, Henry.....	1795.
Johns, Rudolph.....	1840.
Johnson, Alexander A.....	1849.
Johnson, Edward.....	1783.
Johnson, Charles W.....	1850.
Johnson, Reverdy.....	1815.
Jones, Griffith.....	1832.
Jones, Philip.....	1820.
Jones, H. C.....	1849.
Jones, David.....	1849.
Jones, J. S.....	1856.
Jones, John M.....	1898.
Jones, Homer E.....	1816.
Jones, Jos.....	1804.
Jones, Richard H.....	1805.

Jones, Robinson.....	1763.
Jones, Samuel G.....	1822.
Jones, Samuel L.....	1820.
Jones, Wm. Gwinn.....	1822.
Jones, William H., Jr.....	1840.
Jones, William J.....	1809-1834.
Keener, Andrew.....	1789.
Keenan, W. H.....	1849.
Keener, Melchior.....	1763.
Keeports, George.....	1765.
Keeports, Jacob.....	1770.
Keirle, John E.....	1716.
Kelso, J. R.....	1832.
Kennedy, George W.....	1840.
Kennedy, William D.....	1840.
Kent, Emanuel.....	1767.
Kipp, John.....	1804.
Knott, James.....	1805.
Kurtz, M. B.....	1840.
Knoor, W. K.....	1899.
Kone, And. J.....	1856.
Kratz, Conrad.....	1900.
Kyle, A. B.....	1813.
Lafetra, T. H.....	1832.
Lamson, Henry.....	1822.
Lamarke, George R.....	1840.
Lamb, Thomas P.....	1834.
Lambert, C. H.....	1834.
Larrabee, Edward D.....	1849.
Larrabee, Henry C.....	1849.
Latts, John F.....	1849.
Lanphy, N. C.....	1859.
Laureson, Ph.....	1812.
Laverly, William.....	1763.
Lawson, Alex.....	1763.
Lawson, Richard.....	1764.

Lawson, Richard.....	1805.
Layton, James.....	1789.
Leakin, Shephard C. (Mayor) ..	1820.
Lee, John.....	1763.
Lee, Valentine.....	1767.
Le Grand, James.....	1799.
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